

(ESTABLISHED 1881.)

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Estimations.

COALS.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—14, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saasbo, Milko, Hakodate, Taipei, do.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE IMPORTERS of the Famous Milko, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fajinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannooru, Onoura, Otusji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yanokibara and other Coals.

(A) S. MINAMI-Manager. Honzoku.

D. NOMA. TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect. My prices are by any other, as their composition is only known to me, the Duke of York, and H. I. H. The Emperor of Russia, who has honoured me with their patronage; besides many other high Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hanango, 16th November, 1904

155

Hotels.

HONGKONG HOTEL

Hongkong, 15th March, 1906.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM-TERMINUS, Tel. 56.
 For Terms, &c., apply to the
 MANAGER.

Hongkong, and July, 1900.
 154

Telegraphic Address: **CONNAUGHT HOTEL.**
Telephone No. 170.

'CONNAUGHT,' HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANK
PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Launch Service for Guests.

Fresh Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.

Hongkong, 16th June, 1905.

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VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor

OCCIDENTAL HOTEL. EXCELLENT CUISINE.	ORIENTAL HOTEL MACAO. A FIRST CLASS HOTEL situated in the Centre of Praya Grande, with splendid view of the Harbour. BAR AND LOBBY ROOMS.
---	--

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT for RESIDENTS AND
TOURISTS.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905.

KING EDWARD HOTEL.

CARLTON HOUSE HOTELS.

A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY-LIGHTED. ELECTRIC FANS

Nos. 8 and 10, Ice-House Road.
ELEGANTLY FURNISHED ROOMS

(if required);
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30]

COMFORT OF RESIDENTS AND THE CUISINE
SPECIALITIES.
For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [31]

100

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentino.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,995 tons, Captain G. F. Morrison, R.M.R.

Departures from Hongkong to Macao on week days at 1 P.M., except when otherwise notified by Express.

Sundays Special Excursions leaving Hongkong at 9 A.M. See Special Advertisement. Note—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

"NANNING," 569 tons, Captain O. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

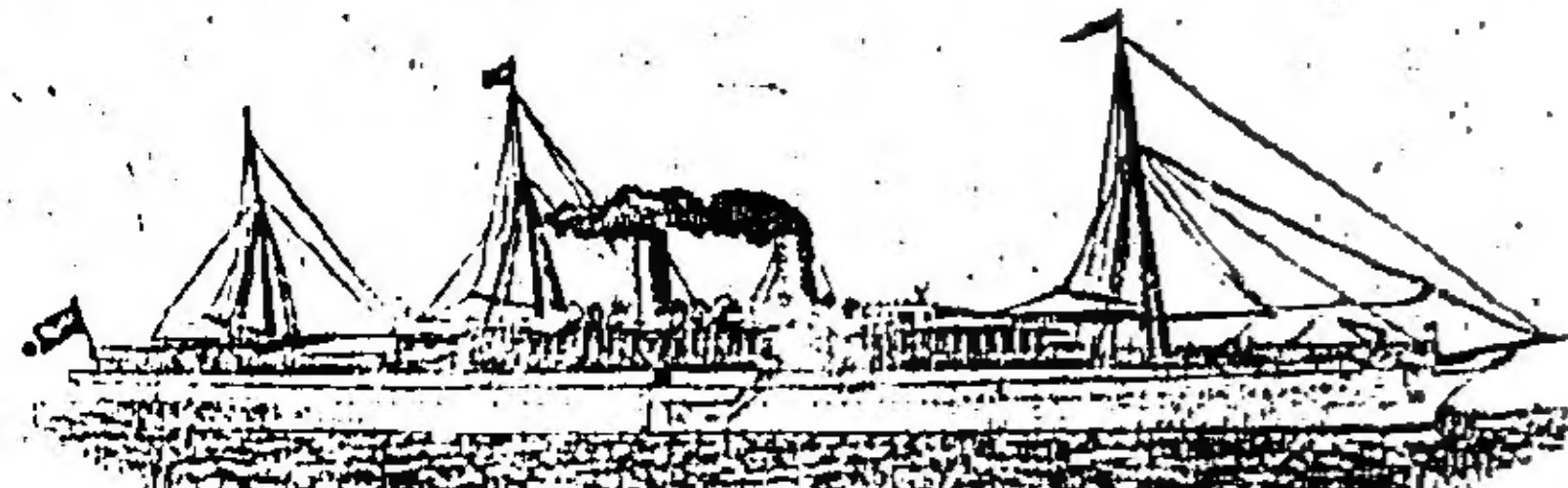
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th June, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 10th May, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th June } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th June } Freight.
RHENANIA	HAVRE and HAMBURG, and NAPLES for Landing Passengers. (Calling at S'PORE, PENANG & COLOMBO).	4th July } Freight and Passengers.
SCHWARZBURG	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th July } Freight.
ALESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th Aug. } Freight.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Aug. } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Daily qualified Doctors are carried.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Kloß's Buildings.

Hongkong, 2nd June, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY, 20th June.
ZITEN	WEDNESDAY, 4th July.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
ROON	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.

ON WEDNESDAY, the 20th day of June, 1906, at Noon, the Steamship PREUSSEN, Captain R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th June, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS	Tons	SAILING DATES
PRINZ WALDEMAR	3,327	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. G. Woltsch, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.50	£44.50
TO YOKOHAMA	\$80.00	\$50.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEYDLITZ	WEDNESDAY, 20th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 4th July.
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 4th July.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER or SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 15th June, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 43.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Eds.

Lieber, Scotts, A. J. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING.

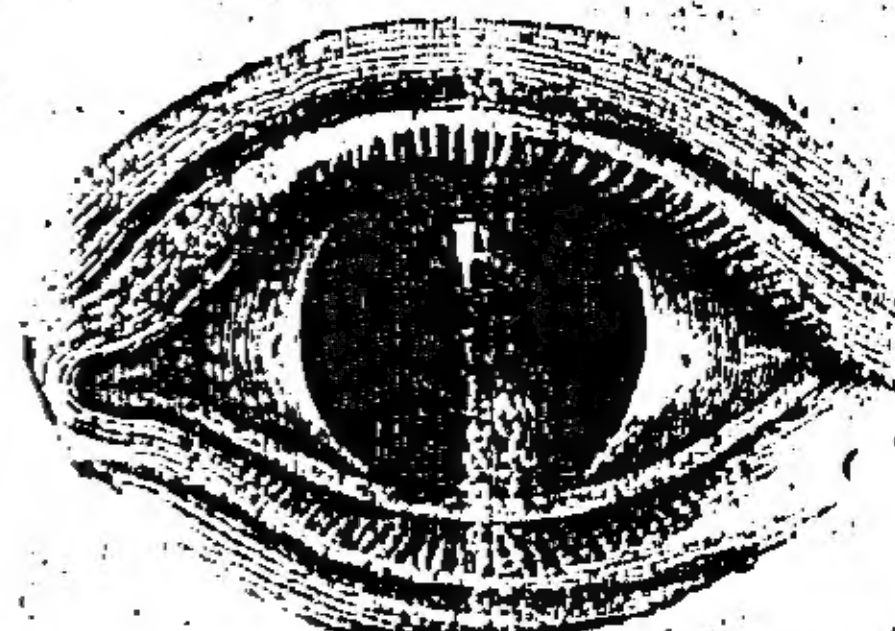
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Destroys all smoke. Requires only one hand to hold. Can be used by anyone, even lady or child. Weight only 10 lbs. when full. Maximum of simplicity and effect. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road. Hongkong, 27th November, 1905. [43]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUOHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP	JAPAN	Second half June	JAVA PORTS	Second half June
TJILIWONG	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	First half July	JAVA PORTS	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. YORK BUILDINGS, 1st Floor. Hongkong, 2nd June, 1906.

[15]

Intimations.

WM. POWELL,
LTD.,
ALEXANDRA

BUILDINGS,

Des Vaux Road.

NEW
MILLINERY

for

SUMMER

WEAR.

SMART,

DAINTY

and

INEXPENSIVE.

All kinds of

HEADGEAR

made to order.

FASHIONABLE

DRESSMAKING

at

reasonable charges.

CUT,

STYLE

and

FIT

Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,

Drapers, Dressmakers,

Milliners, and Complete

House Furnishers,

Alexandra Buildings,

HONGKONG.

Hongkong, 30th May, 1906.

Intimations.

K. A. J. OHOIRIALG & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese, and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HONGKONG GYMKHANA CLUB.

THE Third Meeting of the Season will be
held at the Happy Valley, on SATUR-
DAY, 16th instant, commencing at 4 P.M.
The Charge of Admission will be \$1.00 for
others than Members of the Hongkong Jockey
Club or Gymkhana Club.

The Committee invite the Ladies of Hong-
kong to be present.
Post Entries will be accepted for Events
Nos. 2 and 4.

C. G. MACKIE,

Hongkong, 12th June, 1906.

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS.

THEY contain 20% of Plasmon and are
more easily digested and afford greater
nourishment and sustenance than any other.
Plasmon raises the actual flesh forming value
of food to a high and trustworthy degree. An
essential food for those who abstain from meat.
They are made in three varieties:—
Sweet, Plain, (Unsweetened) Wholesome.
H. RUTTONJEK,
Hongkong and Kowloon.

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Keps.

SALMON BELLIES " "

SALTED HERRINGS " "

" MACKARELS " "

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

" ASPARAGUS.

" VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY in OIL (Bouillers).

ALSO

PASCAL'S ASSORTED SWEETS AND TOFFERS.

Hongkong, 12th May, 1906.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

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Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
TO-MORROW,
the 14th June, 1906, commencing at 2.30 P.M.,
at No. 5, Peddar's Hill,

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE
(Particulars from Catalogue).

ALSO

1 Set "ENCYCLOPEDIA BRITANNICA,"

25 Vols. in Revolving Case.

1 Set "THE WORLD'S GREAT CLASSICS,"

10 Vols.

1 SURVEYOR'S LEVEL.

1 VICTOR TALKING MACHINE with

Records.

TERMS:—As customary.

On view from Wednesday, the 13th June.

GEO. P. LAMMERT,

Hongkong, 13th June, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

THURSDAY,
the 28th June, 1906, at 11 A.M., at the Hong-

kong and Kowloon Wharf and Godown

Company's premises, Kowloon,

COMPLETE CEMENT FACTORY.

Originally intended to be put up as the Kwan-

tung Cement Factory, but landed in

Hongkong on account of the Russo-

Japanese War, will be sold, by order of

the proprietor Mr. Hereditary Honorary

Citizen Anatoly Charlampiewitch Tet-

jukow of Saigrajewo.

The Plant of this Cement Factory, which

has been fitted out with the latest technical

inventions for manufacturing Cement by the

dry system, consists among others of:—

LOCOMOBILES (Wolf, Magdeburg).

MILLING MACHINES (Smidt, Copenhagen).

COOLING INSTALLATIONS (Atlas Fabr.).

ELECTRICAL (Allg. Elec. Comp.).

TRUCKS, &c. (Orstein & Koppel).

&c. &c.

All in all the whole plant is very nearly the

same as the Factory Kijaskodorph, near Malmo

in Sweden.

Specifications of the Machines and Acces-

sories as well as any further information may

be obtained from:—

SIEMSEN & CO.,

Hamburg & Hongkong,

and

LAWYER RUBNOFF,

in St. Petersburg, Wassili Ostrow,

4 Linie, Haus No. 5,

as well as from the Auctioneers,

Messrs. HUGHES & HOUGH.

Hongkong, 28th May, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to

the Water, suitable for the storage of

any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

TO LET.

N. O. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 26th April, 1906.

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st June, 1906.

TO LET.

N. O. 15, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

FOR SALE.

WELSBACH'S IN-

DOOR 4-LIGHT

GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

GASOLINE LAMPS of

all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

LAMPS and GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Vaux Road Central.

Hongkong, 10th April, 1906.

AN AMERICAN DISTRICT COURT FOR CHINA.

The following editorial is taken from the

N. C. D. News of the 8th instant:—

The news conveyed in Reuter's telegram,

which appeared in yesterday's issue—that the

House of Representatives at Washington has

passed the Bill introduced by Mr. Denby for

creating a United States District Court for

China—cannot but give the greatest satisfaction

to all Americans resident in China, as well as

to people of other nationality who are com-

peted occasionally to seek redress in the

American Consular Courts. If ratified, the

Bill, the full text of which, as originally intro-

duced, is printed in this issue, will relieve the

energetic Consul-General here of a large por-

tion of the multifarious duties with which he

has had to cope in the dual capacity of Consul-

General and Judge, and will put an end to the

constant pressure of cases upon him, which

in contact with one of the parties in the ca-

ses of Consul-General before trying the matter

in dispute as Judge. The new Bill, if it be-

comes law, will also tend to put a stop to the

innumerable quibbles—so frequent hitherto in

the American Consular Court—as to the juris-

isdiction of the Court and its presiding officer.

The proposed District Court for China is

to have original jurisdiction in all cases of

judicial proceedings, whether judicial

may now be exercised by the United

States Ministers and Consuls by virtue of the

existing treaties between the United States

and China, with the exception that jurisdiction

in civil cases in which the value of the property

involved does not exceed \$500 (Gold) and

Announcements.



A. S. WATSON & CO.,
LIMITED.

AERATED WATER MANUFACTURERS.

	Per Doz. exclusive of Bottles.
Soda Water	\$1.70
do. (Bottle bottles)	1.80
Potash, Seltzer and B. P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Sarsaparilla	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Bottles returned in good condition are allowed for at the rate of \$1.20 per doz.

SYPHONS.

	Per Doz.
Soda Water	\$19.60
Potash Seltzer and B. P. Soda	19.80
Lithia Water	20.00

\$18 per doz. is allowed on Syphons returned in good condition.

We specially recommend our STONE GINGER BEER which is brewed from the finest Jamaica Root by our own special process.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 9th June, 1906.

POST CARD COMPETITION.

To all purchasers at our Establishment of \$1 and upwards between June 1st and June 25th will be given a Coupon entitling them to enter the following Competition. The largest number of English words that can be made from "MARIE BRIZARD."

1st Prize:

1 Case Pts. Perinet & Fils Champagne \$56.50

2nd Prize:

1 Case Royal Old Highland Whisky - - 24.00

3rd Prize:

1 Case Macintosh Whisky 10.00

AND

10 CONSOLATION PRIZES.

In the event of ties to be drawn for. All replies to be sent on Post-cards only. Prizes will be distributed the 30th June when all cards may be inspected at our office.

CASH LESS 10%
CREDIT LESS 5%.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
19, QUEEN'S ROAD CENTRAL.
Hongkong, 29th May, 1906.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 13, 1906.

AN ASSERTION AND ITS REFUTATION.

Some weeks ago, the American transport *McLellan*, which, in company with the *Kilpatrick*, was conveying troops from New York to Manila, arrived at Singapore in a disabled condition. Scouting an opportunity for testing the capabilities of the Tanjong Pagar docks, a newspaper representative in the Southern Settlement inquired of a Naval engineer officer whether it was intended to dock the *McLellan* at Singapore in order to effect the repairs which the vessel obviously needed. The answer was that the American Naval Authorities would not dream of doing so because the charges were prohibitive; and he went on to say, as if officially inspired, that the work could be done more cheaply in an American yard than was possible either in Singapore—or Hongkong. That was a very serious reflection on the tariff of the Hongkong and Whampoa Dock Company—leaving Singapore out of the question for the moment—and, naturally, there was a chorus of protest against the suggestion that the Far Eastern dock companies and particularly the local Company were nothing more or less than vampires, who fattened on the misfortunes of their neighbours. The idea was not merely absurd; it was preposterous, for it has been the boast and the pride of the staff of the Hongkong and Whampoa Dock Company that they could turn out vessels and effect repairs at a cost which would compare favourably with any yard in England or Scotland and was certainly below that of any yard in America, where the high wages paid to artisans nullified any advantage that might result from home services. A correspondent, writing in the *Hongkong Telegraph* under the nom-de-plume of "Shareholder," roundly denied the assertion of the American Naval officer, and maintained that it behoved the authorities of our repairing yard to remove the stigma attaching to the Company. He added:—"If the unenviable notoriety given to our dock establishments of their high charges is baseless, it equally behoves the Company's directors to exercise their energy to set before the American Naval Authorities a correct appreciation of the facts that the local estimates are framed within reason and the charges are governed by current rates ruling in the markets of the East." Considering that the American Navy had been amongst the best constituents of the Company the declaration that their charges were excessive was of serious import not merely to the shareholders but also to the Colony, whose interests are to a large extent bound up in the prosperity of the Company. It was a most damaging allegation and should be refuted immediately. Now, the *McLellan* was not an ocean mariner in prime condition! She had been laid up in New York out of commission for three years. When it was decided to send her to Manila with troops \$25,000 (gold) was spent upon her in order to fit her for sea, and most of that money was expended on the boilers and machinery. From the moment she left New York she was in constant difficulties; she broke down repeatedly and caused the utmost anxiety; she was repaired at every port touched at en route; the boilers were never to be depended upon for a single moment. How she ever got to Manila at all is a marvel to every one who had anything to do with her. She was costing money at every stage, although she had been overhauled in New York, and this was the vessel which could not be repaired in Hongkong on account of the excessive dock charges. "Shareholder" called upon the directors and staff to make an effort to secure the work of repairing the vessel if only to prove that the garrulity of an irresponsible officer was utterly unwarranted. The *Singapore Free Press*, following our lead, warmly contested the statement that the *McLellan* could not have been docked there and repaired at a reasonable cost. There is now good reason to believe that, despite the remarks of the officer referred to, the work of repairing the transport will be given to Hongkong. The *Cablenews* of the 6th inst. says:—"It is very probable that the repairs to the transport *McLellan*, which is now anchored in Manila Bay, will be made in Hongkong, provided that Manila contractors are unable to do the work." The last clause would seem to indicate that Manila contractors do not fancy the job, because they have not the appliances and machinery at their command. The docks in Manila are not equipped with the superb plant that lies to hand over at Kowloon—plant which is able to meet all the requirements of a British battleship, as was evidenced in the case of the *Albatross* last year, when the feat of dismounting and replacing the heaviest guns on board in record time elicited the wonder and praise of our finest Naval engineering yards in Great Britain.

It is said that new furnaces will have to be supplied the *McLellan*, and says the writer: "At the present time, according to the statements of contractors, there are no furnaces of sufficient capacity in the Orient, and it may be necessary to send to England for them." Well, when the *McLellan* comes to Hongkong we shall see about that. The Hongkong and Whampoa Dock Company has not failed to rise to any emergency yet and it will be strange if they fail now. The report proceeds: "The estimated cost for the repairs is \$65,000 and the military authorities have cabled to the Secretary of War for permission to advertise for bids. As it is impossible for the *McLellan* to return to the United States in her present condition, it is believed that the Secretary of War will appropriate the money and authorize the advertising for the bids for repairs." We are perfectly confident that when the bids are opened it will be found that the charges of ship-repairing yards in the Orient are not excessive, that those of the Hongkong and Whampoa Dock Company are lowest of all, that the work will be accomplished in a manner which will earn the encomiums of American shipbuilding and ship-repairing companies, and that a complete refutation will be given to the individual who set himself up as the mouth-piece of the American Naval Authorities.

MANUFACTURING CRIMINALS IN HONGKONG.

Our attention has been directed to a distinct and serious hardship which falls on Police Court offenders as the result of the anomalous coinage system of Hongkong. We are not referring to the case of vicious criminals who deserve all the punishment they get, but to those who have contravened, unwittingly it may be, some of the Municipal by-laws, and are convicted and mulcted in a small fine. The case occurred yesterday and may be briefly outlined. A contractor or merchant in a small way of business at Quarry Bay allowed a truck to obstruct the roadway. He was brought before the Magistrate and fined \$10 with the option, we understand, of a month's imprisonment. The man was a perfectly respectable individual, working hard to make both ends meet. When removed from the Court he stated that he would pay his fine, and tendered a \$5 note and \$5 in small money, 50-cent pieces bearing the King's head. The sheriff informed him that the banknote would be accepted, but he had instructions to refuse any subsidiary coinage exceeding \$2. That is to say, unless the contractor, or whatever he was, could produce another \$3 in bills he would be marched off to gaol. The unfortunate victim of a ridiculous rule protested that he had no friends at hand and no more money. He was on the point of being led through the prison gates when a kind-hearted bystander came forward and tendering a \$5 note accepted the subsidiary coinage in return. The man was then liberated. But surely it is an extraordinary state of affairs when a resident in Hongkong, daily accustomed to consider that ten 50-cent pieces bearing the head of our sovereign lord the King is equal to \$5, should be liable to be incarcerated as a common felon simply because some jackanapes has laid down an absurd rule. The man had the money to pay his fine—nobody can deny that, but because it was not the exact type of money—although it is the money in currency all over Hongkong—which the Magistracy desires, he stood the chance of being branded as a criminal of the deepest dye, and, what is more, of finding, after serving his period of imprisonment, that his business had gone to rack and ruin in his absence. It is all very well to say that the Post Office will have nothing but Hongkong money; but those who go to post letters have time to hunt for that *cant* *avis* a Hongkong 20-cent piece. And it may be admitted that the Post Office has a right to guard itself against loss. But a convicted person—and this was a trivial case—whose offer of notes and subsidiary coin is rejected, stands in a different position. It is rank injustice to send a man to prison under such circumstances. It is against all the tenets of British rule. It brings British law into contempt, and it demoralises the aliens, the Chinese that is to say, who have been accustomed to look upon British money stamped with the head of King Edward or Queen Victoria as beyond reproach. It is to be hoped that this absurd rule will be repealed at once for the sake of the Colony's reputation, and we trust that His Excellency the Governor will see fit to reform out of existence this pettifogging principle which must have been born in the back yard of hide-bound, tape-ridden officialdom. We have plenty of criminals in Hongkong already without manufacturing them within the precincts of the Magistracy.

SEIZED with violent pains, a man in Brussels had to undergo an operation, when the surgeons discovered seven pills each 2 in. long, and fourteen pebbles, weighing altogether nearly 2 lb., in his stomach.

LOCAL AND GENERAL.

THE engagement is announced of Miss Bertha Krupp to Herr von Bohlen-Halbach, a Privy Councillor.—*Mainichi*.

NEWS reached this office to-day, to the effect that an armed robbery occurred last night, at Kowloon City. No particulars have as yet come to hand.

EVIDENCE was heard to-day in the case in which a Chinese money lender was charged with stealing \$10 from a foreman in the Army Service Department. The accused was discharged.

IN the monthly competition of the Royal Hongkong Golf Club for the Robertson Farewell Cup, held last week, Mr. A. Gittins was the winner with a score of 82-57. Mr. J. Clark won the pool 80-179.

THE introduction of a Bill in the House of Lords for the abolition of barmaids is occupying the attention of the Bishop of Southwark. The Bill, it is estimated, will affect between 30,000 and 40,000 women, but a time limit will be suggested, so that the barmaids may find other occupations.

A MOVING of Dai Nippon stepped out of a native tram near the City Hall yesterday afternoon, with the usual result, that he had to be conveyed to the Government Civil Hospital for injuries received. This is the first Japanese that has been put out of commission through the trams.

THE *Alba*, *Manitico*, and *Minamoto*, former Spanish gunboats, were sold by the paymaster at the Navy Yard at Cavite on the 6th inst. Mr. C. H. Brown, of the firm of Grant and Company, was the successful bidder. The price paid for the vessels can not be ascertained as yet.

IN the course of some excavations for building purposes at the old graveyard at Ominoko, a number of ancient relics were unearthed a few days ago. It is said in Japanese papers that the articles are believed to date back some two thousand years, and that they are of a nature to add materially to our knowledge of the inhabitants of Japan at that time.

CARRYING fifteen passengers in excess of the number allowed by his licence, was the charge against the master of a coolie junk, at the Magistracy this morning. Constable Edwards said that the junk was licensed to carry only thirty-three passengers, but when boarded yesterday morning there were forty-eight coolies on board. These coolie boats are in the habit of carrying excess passengers. Mr. F. A. Hazeland imposed a fine of \$10.

THE mistress of a fishing boat was charged by Constable Edwards at the Police Court this morning with using her boat for other purposes than fishing and being in possession of a quantity of coal. The defendant said that the coal discovered on board her junk was dredged for, but on minute examination of a lump of coal taken from one of the bags her story was disbelieved, the officer saying that water was poured over the coal on board the junk so as to substantiate her story. Coal dredged from the harbour could easily be known. Mr. Hazeland fined her \$25.

WAN LUK, a salesman, appeared before Mr. F. A. Hazeland, at the Police Court this morning, charged with bringing mail matter into the Colony from the interior of China without first obtaining permission from the Postmaster-General. Defendant pleaded guilty, averring that he did not know the law. Mr. Lewis, who appeared on behalf of the Postmaster-General, said that defendant was not employed by a licensed *hong*, and he was known to the police as having carried on this affair for some time. His Worship fined the defendant \$25, with the option of six weeks' gaol.

THE *Asahi* publishes particulars, together with a somewhat repulsive picture, of a strange freak of nature at Osaka. It appears that a male child born at Sakamoto, Daito-mura, Yamato, some two months ago, shortly afterwards developed a swelling below the left eye. As the swelling afterwards became enlarged to the size of a child's fist, the baby was put under treatment at the Osaka Hospital on the 26th ult., when the swelling was unexpectedly found to contain a tiny child, having the head and four limbs complete, as well as nares and organs, though everything was, of course, in miniature. On the 23th, the baby was subjected to an operation, but seems to have felt no particular pain. Its health does not appear to have been affected, but it is not stated whether the "twin" was dead or alive.—*Kobe Herald*.

YESTERDAY morning, before Mr. F. A. Hazeland, at the Police Court, Chan Cheung, of No. 8, Quarry Bay, and owner of truck No. 772, was summoned and fined \$10 for not obeying the rules of the road. After this the shopkeeper went into the waiting room to pay his fine. He handed the sheriff a five-dollar note and five dollars in Hongkong coins. He was informed by the sheriff that the silver coins could not be accepted, and that if he could produce no other money he would have to go to gaol. The matter was referred to the clerk of the Magistracy, who said they were unable to accept anything over \$5 in silver coins. Through the courtesy of a certain police officer a \$5 bill was produced and the merchant allowed to leave the Magistracy.

THE WEATHER.

The following report is from Mr. F. C. Figg, First Assistant of the Hongkong Observatory:—On the 12th at 12.10 p. The barometer has risen on the China coast and over the Philippines. Pressure is lowest over the interior of China, and highest over the S. part of the China Sea. Moderate S. and S.E. winds will prevail in the Formosa Channel and the N. part of the China Sea. Forecast:—moderate S. to S.E. winds; fair to stormy.

GYMKHANA NOTES.

This, the third, meeting of the Hongkong Gymkhana Club to be held on Saturday next, 16th inst., promises to be one of the most sporting meetings that have yet been held in this Colony.

There are quite a dozen new ponies fresh from the Shanghai race course, who have yet to make their initial bow to the Hongkong public.

With the return of Mr. W. J. Gresson, Mr. W. G. Clarke and Mr. D. Macdonald, things from a "horsey" point of view are beginning to hum.

In all, sixteen new ponies arrived in the Colony about three weeks ago, and out of this number eleven will probably face the starter on Saturday next.

It would be impossible at this stage to attempt to give correct tips, but a few notes on the form shown by different parties may be useful to would-be backers.

The first race—the mile and a quarter handicap—should prove very interesting. Rosthern and The Quack seem about the pick of the bunch. The former pony has only been beaten by half lengths. He looks fit and appears to be going in very good style, and I think one need not go farther to look for the winner.

Event No. 2 (Limo-cutting) is of the post-entries variety and needs no comment. But for the benefit of your many readers who have not as yet seen the programme I append the conditions of the race:—"Gallop past two posts (passing post on your right hand) on each of which a lemon (or potato) will be hung. At first post "Cut No. 1 on the right" (i.e. forward cut level with shoulder); at 2nd post "Cut No. 2 on the right" (i.e. back cut level with shoulder). Points: 3 for a cut lemon; 1 for pace; 1 for style. First prize presented by Mr. C. H. Ross, and Prize: \$25. Entrance fee \$3.

The third event—the Gymkhana Challenge Club Cup, distance one mile—is always the race of the meeting, and I venture to say that this will prove one of the most exciting and desperate races of the day. There are five new ponies entered, but amongst these I do not look for the winner. Blue Nile, who it will be remembered won the last race for the Cup, and now heads the list with a total of five marks, will, I regret to hear, very likely be a non-starter, as he is slightly under the weather. Pathan is well in at 108. 1 lb., but on exchange gallop last evening, on the training track, which occupied only 2 min. 11 sec. for a mile, last quarter 31 sec., should make him out to be quite the best of the ponies likely to start for this race, and the pony that can show him the colour of his heels would be a little wonder.

The condition of the ladies' nomination race will be as follows:—Each lady will be provided with 3 polo balls. Ladies to stand on the mud course, gentlemen (dismounted) on the grass course. Ponies may be held by milks. On the word "go" ladies will throw polo balls to gentlemen, and as soon as a competitor has secured three, he can mount and ride to a point indicated and deposit polo balls in a basket. First past the post with three balls in basket to win. Polo balls must be carried in the hands—pockets, &c., may not be used. First and second prizes presented by the Club. Entrance fee \$3.

Event No. 5—the three-quarters of a mile flat race—should prove a walk-over for Red Herring. He has been going very well of late, is full of muscle, has no superfluous tissue, and is one of the fittest ponies on the course. I expect him to be followed home by Lashmere, who is a very good pony, but palpably unfit.

Race No. 6—the hurdles. This race seems to have taken on a new lease of life as there are seven entries, according to the programme. The Quack, Exchange King, and Rosthern appear to be the pick of the bunch. Rosthern, who, on one occasion prior to this, jumped in very bad style and dislodged his jockey at the third hurdle, now appears to take an interest in the game and as he has been schooled over the sticks very thoroughly, and has taken to the game kindly, should prove a very good investment to pari-mutuelists.

A TURF ENTHUSIAST.

MILE AND A QUARTER HANDICAP RACE:

Through the courtesy of the handicappers, Messrs. W. H. E. Parker and H. P. White, we are enabled to publish the handicaps for the first race at the Gymkhana to be held on Saturday. The particulars are as follows: ONE MILE AND A QUARTER FLAT RACE. Handicap.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by Mr. J. Gray Scott. 2nd prize: \$25. (Entrance fees to go in winner.) Mr. G. K. Hall-Bruiton's g. Preston, (late Rosthern) 108 1 lb. Mr. W. G. Clarke's ch. Lashmere (late Four-melchian) 108 1 lb. Father O'Flynn's ch. The Jobber, 108 1 lb. Hon. Mr. W. J. Gresson's w. Ionic, 108 1 lb. Do. g. Mamodeen, 108 3 lb. Mr. D. Macdonald's g. Highland Gillic (late Ardul), 108 7 lb. Mr. D. Macdonald's g. Highland Raider, 108 7 lb. Mr. G. Mackie's blk. The Quack, 108 9 lb. Mr. C. O'Gerry's ch. Red Herring, 108 13 lb. Do. w. Maori King, 108 13 lb.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores at the pool shooting on the 9th and 10th inst., at the 200 yards range:—

S. A. Joseph	53 + 17 = 70
Dr. W. W. Pearce	59 + 10 = 69
R. D. Atkinson	49 + 19 = 68
Dr. G. M. Harston	44 + 24 = 68
J. H. Pidgen	67 scr. = 67
G. E. Morrell	47 + 20 = 67
J. McInnes	54 + 12 = 66
G. H. Wakeman	58 + 6 = 64
A. G. Newington	48 + 14 = 62
H. W. Bird	41 + 20 = 61
J. McCubbin	48 + 12 = 60
J. C. Peter	55 + 4 = 59
A. Jenkins	53 + 6 = 59
A. Illovey	50 + 8 = 58
Dr. W. A. B. Moore	43 + 14 = 57
J. Hutchings	37 + 20 = 57
H. T. Richardson	48 + 8 = 56
A. J. W. Watt	43 + 10 = 53
E. W. Terrey	38 + 14 = 52
J. C. Gow	51 scr. = 51
W. Goodfellow	41 + 10 = 51
E. Moon	37 + 14 = 51

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

COREAN PIRATES.

JAPANESE WARSHIPS DESPATCHED TO THE SCENE.

[From Our Own Correspondent.]

Shanghai, 13th June, 2.40 p.m.

Japanese warships have been despatched to Corea with the object of suppressing the piracies which have occurred, of late, off the Korean coast.

OUR WATER SUPPLY.

WATER AUTHORITY IN A QUANDARY.

Hongkong residents may keep their minds easy on the subject of the water supply—there is no danger of a famine this year, at any rate. There were over 63 million gallons of water more in the reservoirs on the glorious 1st of June this year than there were on the same date last year. It seems almost too good to be true. Actually, the water in the Pokfulam holder is up to the brim—if anybody poured a tumblerful into the reservoir it would be running over. Tytan refuses to come up to the scratch, that is to say the level mark, but the water there is higher by seven feet than it was in May last year, while Byewash and Wong-neichong are both endeavouring to eclipse Pokfulam. If things go on at this rate the water authorities will be in a bitter quandary. They know perfectly well how to deal with an empty reservoir. They can talk learnedly, not to say ambiguously, of the absorbent qualities of the soil, the erratic propensities of Hongkong's Weather Clerk and Astronomer Royal, and the nuisance caused by people who will demand water on a cloudless day. But a quartette of brimming reservoirs is quite another thing. It throws the watermen out of their calculations so that they "dunno" where they are. By and by, we may expect the water authorities knocking at the door and begging people to wash themselves and their families for the sake of old long syne, just to get rid of this superfluous superabundance of water. The hotel keepers should subsidise somebody to get rid of hook or by crook of this water accumulation, otherwise people may begin abusing their systems by an immoderate indulgence in water. Yet the fact is that although there are 317,597,000 gallons in the four tanks, Hongkong residents are actually consuming nearly six gallons less per head per day than they were last year. The figures show that each person is dallying with a paltry 5.15 gallons to-day; whereas last year, because, no doubt, there was less water in the reservoirs, they were making away with 21.2 gallons a day. A curious note appears in connection with the consumption of water in the city. Although there was less water at the command of the authorities in May last year, still the city had a "universal constant supply." This year the rider mains are in operation with the result that people in the central and western districts of Victoria—the most crowded sections of the city—are only allowed one hour's supply a day! It does seem extraordinary that along Queen's Road West people should be supposed to obtain all the water they require in one hour, especially when there is a plentiful supply in the reservoirs. And the grim humour of it is that even if shopkeepers apply for an extra hour's supply and state that they are willing to pay for it their request is unheeded. However, that is the way of the Government so it is useless to complain. It would be interesting to know if the people on the second floors of houses in Wan-chai are now receiving an adequate supply of water. Kowloon residents are still content with a meagre daily quantum; they manage to get along on 5.9 gallons a day each, which is rather less than they required in May last year. As usual, the Government Analyst reports that the water is of excellent quality.

CHAIR COOLIES.

INDULGE IN A GAMBLING CONTEST.

Inspector Dymond, of Mount Gough Station, prosecuted a private chair coolie, employed by the tenants of No. 2, Chamberlain Road, Peak, for being found in the servants' quarters of No. 38, Flanahan Road, occupied by Mr. D. R. Law, of Messrs. Butterfield & Swire, without permission, yesterday. Defendant admitted entering the house without permission at 10.30 last night, but added that he went there to see a friend. Inspector Dymond deposed that last night he was in the house in question, and on entering the chair coolies' quarters he found fifteen or twenty men gambling. All escaped except the defendant, whom witness caught. Mr. Melbourne fined the coolie \$5, or seven days' hard labour.

The next case was against two of Mr. Law's private chair coolies who were charged with misconduct and disobeying his lawful orders on the 12th inst. This case arose out of the foregoing one in which several strange coolies were found on the premises. Mr. Law prosecuted them for allowing strangers into the house, but he could not fortify his charge of "disobeying lawful orders" as, according to his testimony, he gave no orders whatever to the defendants. Inspector Dymond said that when the servants' quarters were raided the door leading to that department was closed, and defendants were asked to open the door. His Worship held that the defendants had misconducted themselves and imposed a fine of one dollar each.

SHIPPING AND MAILS.

MAILS DUE.

Eng. ship (*Datta*) 15th inst, 6 p.m.
American (*Doric*) 16th inst.
Indian (*Sulair*) 16th inst.

TELEGRAMS.

[Reuter's.]

The Native Trouble in Natal.

LONDON, 10th June.—Colonel MacKenzie has partly succeeded in surrounding the rebels in Mome valley. During the fighting the important chief, Metlokazulu, and 350 others were killed, and the Captain of the Transvaal contingent and a Natalian officer were killed and 8 whites wounded.

The Natal Government has raised 200 more troops in Natal, and 500 in Cape Town. There are now 5,400 whites in the field.

Obituary.

The death is announced of Mr. R. J. Seddon, Premier of New Zealand.

Later.

At home and in the Colonies, Mr. Seddon's death has everywhere evoked the warmest tributes, and deep regret at the great loss sustained by the Empire.

The British Navy.

The *Telegraph* states that the Government has decided to abandon one of the proposed two *Dreadnoughts* to be commenced in 1906 according to the programme inherited from their predecessors.

The Navy estimates for 1907 show a further decrease.

The British Army.

The *Standard* states that Mr. Haldane has decided to eliminate 10,000 inefficients from the infantry and to reduce the Royal Artillery by 48 batteries, increasing, however, the Auxiliary batteries.

German South-West Africa.

The German troops have lost two officers, eight troopers, and ten troopers wounded in routing 250 rebel Hottentots.

CONVERTS AND LAWSUITS.

The Central Government is about to issue a circular note to the Viceroy and Governors of provinces asking them to impress upon their subordinates the fact that missionaries are not permitted by treaty to interfere in litigation, and that in all formal business and matters affecting official jurisdiction missionaries must communicate with officials through their respective Consuls, as missionaries have no status to deal directly with the official in such matters. Furthermore, all officials must adhere strictly to the law in litigation between non-converts and converts, and deal impartially in all matters. Should it be found on inquiry that a non-convert is in the wrong, the man is to be punished according to the law provided for such delinquencies, and if a convert be found in the wrong similar justice should be dispensed by the official trying the case. If officials holding posts in the cities of the Empire follow closely the instructions given above, the Central Government is confident that it will hear no more in the future of anti-Christian riots and mobs in the provinces.—*N.C.D. News.*

THE "KNIGHT COMMANDER" CASE.

The detailed judgment of the Supreme Prize Court at St. Petersburg as to the sinking by Russian cruisers of the British steamer *Knight Commander* has been received in London. The insurance correspondent of *The Times* says:—The Supreme Court, after hearing the cases put forward in behalf of the steamer and the cargo, upheld the judgment of the Admiralty, and declined to recognise any cargo as exempt from confiscation or entitled to compensation. The judgment is of great length, and falls naturally into three divisions:—

(1) As to the conduct of Captain Durant, of the *Knight Commander*, and the real destination of that part of the cargo which was claimed to be contraband; (2) as to the examination by naval officers of the cargo before the vessel was sunk, and the relative proportions of contraband and non-contraband cargo; and (3) as to the right of belligerents to sink neutral vessels. The weakest part of the appellants' case was under the first heading. Captain Durant is stated to have continued his course at full speed after being ordered to stop and until two live shots were fired across his vessel's bows; when the steamer was boarded he was able to produce no documents for the cargo. It was established that the documents must have at one time been on board the steamer, and the Admiralty Court came to the conclusion that Captain Durant had either destroyed the documents, as they were compromising for his ship, or at least that he purposely concealed them. The contents of a press copy-book taken from the *Knight Commander* the Court decided that the "final destination, carefully concealed, of the steamer *Knight Commander* was not Yokohama or Kobe, but Chemulpo—in other words, the active army of Japan."

In regard to the relative proportions of contraband and non-contraband cargo, there was a conflict of evidence, and it is clear that the examination by naval officers was very superficial. They looked down into a loaded hold through a hatchway, and could only have seen the articles nearest to the hatchway. It was also contended on behalf of the appellants that the steamer had 120 tons of coal on board, an amount more than sufficient to enable her to be taken to Nagasaki, instead of being sunk; that the absence of bills of lading among the papers was probably due to the fact that they were forwarded earlier by post; and that it could be proved that the quantity of contraband cargo constituted less than half the total cargo. On the other hand, the Supreme Court found on the evidence that the *Knight Commander* had on board 3,141 tons of cargo, of which 970 tons were rails and accessories and 1,702 tons bridge parts, a total of 2,681 tons—that is, 111 tons more than half the total cargo. The destination of these rails and bridge parts was taken by the Supreme Court to be Chemulpo, and they were held to be contraband. This legal question as to the right of a belligerent to sink a neutral vessel was discussed in much detail, and decided in favour of the Russian naval officers.

SAN FRANCISCO EARTHQUAKE.

COMFORTS FOR TOURISTS.

When the s.s. *Nippon Maru* arrived in Hongkong at daylight on Sunday, Mr. T. D. McKay, general passenger agent of the Pacific Mail Steamship Company, Occidental and Oriental Steamship Company, Toyo Kisen Kaisha in connection with San Francisco Overland Route, received from his headquarters in San Francisco the following information:—"Owing to rumours having reached this office that a story is being circulated in the Orient to the effect that everything is disorganised in San Francisco, and that passengers via the Pacific Mail S.S. Co., the Occidental & Oriental S.S. Co., and the Toyo Kisen Kaisha Lines cannot get hotel accommodation, etc., in San Francisco, owing to the destruction of several hotels and boarding houses by the recent earthquake and fire, the management of the above named lines wishes to point out that there is absolutely no truth in these rumours. Passengers coming via San Francisco can do so with the assurance that they will meet with no inconvenience or difficulty. The earthquake at San Francisco followed by a fire, which destroyed what remained after the shock is a notable event, and passengers who visit America by the lines represented by Mr. McKay will have an opportunity of witnessing the terrible havoc wrought by the double calamity. It should be stated that the Companies represented by Mr. McKay were most prompt in looking after the welfare and comfort of their passengers, making provision for them regardless of expense, and rumours to the contrary may be entirely dismissed as canards."

DARING DAYLIGHT ROBBERY.

EUROPEAN HOUSE ENTERED.

Perhaps the principal offences which have occupied the attention of our magistrates, sitting in the Police Court, for some time past have been thefts from the person, petty larcenies, shoplifting, and burglaries, but these have, for the most part, been confined to the native residential districts, and have been perpetrated in those hours when the light "is dim and low"—the Oriental gloaming—when their actions are less likely to be observed in the bright glare of day, and when their escape, after a successful attempt at annexing other people's unconsidered trifles, is more likely to be accomplished without much risk to the annexor. Now, however, it would appear that the burglarious fraternity is getting considerably more audacious, and no longer considers it worth while to confine their depredations to the native quarters of the City nor to select the dark hours, which would cover their movements as with a cloak, in which to make their pilfering expeditions, but is inclined to spread their operations further afield. As exemplifying this, a case, pertinent to the point, is reported as having occurred between 8 a.m. and 8.30 a.m. yesterday, at No. 15, Wanchai Road, the residence of Mr. G. N. Nolan, of the Supreme Court. At that hour Mr. Nolan was upstairs getting dressed preparatory to taking his breakfast before leaving for office, while Mrs. Nolan was attending to the child. Downstairs the boys were busy preparing and laying the breakfast table, and were, necessarily, moving about all the time between kitchen and breakfast-room. Nevertheless, during that half hour, a burglar managed to enter the premises unseen by any of the inmates, and all uninterested, to secrete and remove a solid silver tea-set, which was standing on the shelf of the sideboard, and which was valued at over £50. With this booty the thief got clear away, without leaving any clue whatever. It is supposed that the robber was disturbed or got an alarm while collecting his loot, as he left a silver milk jug, belonging to the set he purloined, standing in its place, as well as another silver tea set on a shelf just above that from which he removed the set he annexed. As soon as the robbery was discovered a report was made to the police, but up to the present there is no trace of the thief or of the goods stolen.

SEAMEN'S MISSIONS.

HONGKONG'S SHARE IN THE WORK.

The jubilee report of the Missions to Seamen has arrived, and mention is made of the excellent work being carried on in Hongkong under the superintendence of the Rev. J. H. Frange. Gratification is expressed at the opening of the Seamen's Institute at Wanchai, which leads the writer of the report to say "The Far East had its victories for the Prince of Peace even while the war was raging around it." Regret is expressed that no suitable clergyman has been found to fill the vacancy for assistant chaplain, the result being that "Mr. Frange has had single-handed to contend against personal ill health in his arduous and effective labours on board the immense fleets at the anchorage." It is noted that after a service on a Norwegian sailing ship in the harbour, ten copies of the Bible in five different languages were sold to the crew, the special feature being that the crew actually paid for the copies instead of trying to get them gratuitously. Under the heading of "offerings" of sailors and their families in seamen's churches and institutes at 39 seaports, Hongkong contributed the third largest amount. Wellington, New Zealand, was first with nearly £148; the Mersey Mission gave £203 odd; and Hongkong provided £138 7s. 7d. Next to this port as a generous giver came London with £105, while fifth on the list was Bristol which gave £95. The total income of the Society was £63,408, as compared with £48,847 in 1904, but the increase was mainly due to the amount received in legacies, donations, etc.—£15,440, the largest in the history of the Missions. On the whole the report is very satisfactory and gives eloquent testimony to the excellent work being done in the great shipping ports of the world.

FOR CHINESE REFORMERS.

"CHILDREN OF FAR CATHAY"

It is very doubtful whether "Children of Far Cathay" will become popular with the general mass of novel readers. There is much out of the way learning, and a grasp shown of the intricacies of Chinese life and habits, but the reader accustomed to a novel, seeking for the occasional plum, the short snippet of flimsy repartee, will grow restless under the enforced regimen of thought. Mr. Charles J. H. Halcombe, the author, has taken pains to delineate a side of human nature which is unknown to the European and therefore misunderstood. A conscientious book-lover will find delight in the quaint conceits which scintillate on every page, the curious views held by Chinese ladies, their love of the mysterious and mythical, and their innate delicacy in venturing on new ground. But it is not a work for the million, which is probably the highest praise that could be given to the "Children of Far Cathay." The story opens quietly, under the shadow of Canterbury Cathedral. It lingers for a moment in the leafy lanes of Kent, and then dashes off to China, to Canton, to be precise. For a time it meanders through pleasant descriptions of Chinese home customs, rises for a moment to the heroic, and again dwells upon the sayings of the sages and the strange, weird tales that have come down through the centuries and are still handed on from father to son and, more especially, from mother to daughter. But this is only the gentle, persuasive art of the writer, for in a few minutes we are off in a wild flight across country, hunted like rats, with adventures galore, till at length there is a grand climax, a battle, a victory and a happy reunion.

There are several "heroes" if we may so describe them, in the book, but we are first introduced to a certain Herbert Montrose who returns to England after a sojourn in India, only to find that he has been jilted. He turns missionary, and a curious sort of missionary he proves. He preaches two sermons in a village, then defies the law and the prophets and finally emerges with a sword in his hand at the head of a squadron of cavalry, and whenever the sword falls off comes a Chinese head. However, he comes to China as a missionary, uncredited apparently, and proceeds to a place called Lien, which is curiously near the region of Lien-chau where the massacre took place last year. "For Lien, we read, is a small city, 'about one hundred and thirty miles to the north-west of Canton.' At Lien, then, all had been peace and happiness under the reign of the last taotai, but now a 'hundred' of greedy rapacity and corruption in its vilest form. The officials are sycophants and robbers at one and the same time. The Manchurian taotai is a double-dyed scoundrel. Perhaps the picture is a little highly coloured, but in the main there is truth in the description of the mandarin whose life is devoted to enriching himself at the expense of the people. The curious part is that while Mr. Halcombe is never tired of condemning and denouncing the higher officials, their oppression and excesses, he is all in praise of the system of government in China whereby the *Hereditary* hope to reach the highest heights of kingly favour. Arrived at Lien, Montrose attempts to speak in the market place, to the amusement of the crowd. Again he essays to address the Chinese on the subject of the Bible, but instigated by the taotai's henchmen the people jeer at him and finally nearly stone him to death. Mr. Hung Fong Cheng—who, if we are not much mistaken, will reappear some day as the new Ming Emperor of China—appears on the scene, and drives off the cowardly assassins, while his sister, who has seen everything from behind the jalousies of her window, faints in terror.

The taotai now shows himself to be a true Manchu-Tartar. He learns of a scheme of plunder that is being hatched and determines to make capital out of it. The ringleader is a good-for-nothing, the brother of Hung Fong, who is father to Cheng. The attempt is made, the gang captured, and the good-for-nothing made to confess that his wealthy and reputable brother was at the head of the whole business. It can be guessed what happens. There is a torture scene, an execution, and a suicide—several executions and suicides, in fact. The family is outlawed. But young Cheng and his studies. Montrose to labour in the province. It need hardly be said that in Canton we have plenty of excitement for Montrose and Cheng determine to rescue a couple of prisoners who have been unjustly condemned to death. Naturally, they succeed, but how many people they kill and maim will be learnt by purchasing the novel. They reach Hongkong and are arrested again, a smart *lukong* having noticed something suspicious in their deportment. Montrose, of course, is at the head of all this excitement, and reasonable malpractices, having abandoned the missionary role *à la carte*, and he pleads with the Captain Superintendent of Police and the Governor for their release. Because they do not interfere, Montrose believes them to be supercilious if not brutal. Without being formally extrajudicial the prisoners are handed over to the Chinese and promptly decapitated in Kowloon. Montrose was with them to the last.

The scene is changed to Shanghai. The sister of Cheng, after various vicissitudes, has also arrived at Shanghai. Montrose meets her. There is a misunderstanding and the girl disappears. Six years later, Montrose meets her in Hongkong acting as a musician and there is intense joy on both sides. Meanwhile what has the young scholar Cheng been doing? It should be remembered here that the story opens in 1890, so that we are now in 1902 or thereabouts. Mr. Cheng has become a renowned leader of the Mings and can raise an army of 41,000 odd to defeat the Tartars. It would be spoiling an exciting tale to disclose what happens when Montrose is made a brigadier-general of the rebels; suffice it to say, that the end should satisfy the most fastidious. As we said at the outset the "Children of Far Cathay" will not shine as a popular novel, in our opinion; but it will appeal to those who enjoy quiet descriptions of Chinese family life. There are a multitude of Chinese myths and fables related by the chief personages in their social and meditative moments, and these form the best part of the book. They are told with vivacity and charm; the real local colour is found in every line of these wonderful tales with which Chinese gentlemen regale each other. In fact, they are curiously fascinating, and tempt the reader to turn back and commit them to memory. Mr. Halcombe has a deft touch, an observant eye, and the keenest sympathy with the Chinese reformers. Of course, some people will disagree with much that is laid down in so-called axioms, but we cannot quarrel with that when we are concerned with a novel. The only things to which we would take exception are the continual use of the split infinitive, and in the earlier part of the book the plethora of Latin, French and Chinese words.

The book is printed and published at the *Hongkong Daily Press* office, and is a credit to them. The type is clear and bold, the paper good, and the binding firm and sound.

A GRUDGE AGAINST A BANK.

OPIUM FARM TO THE RESCUE.

One of the largest and peculiar opium seizures that have been made for some time occurred last evening under interesting circumstances. Before going into details it might be mentioned that it is believed a party of men at Canton had a grudge against the Yuen Fung Yuen bank, of No. 47, Bonham Strand, one of the most influential native banks in the Colony, and had of late been trying to get that bank into malodour with its creditors. Yesterday afternoon information reached the Opium Farm to the effect that a basket of opium was about to be taken into the Yuen Fung Yuen bank at 8 o'clock that evening and, if excise officers were not at hand in time the drug would be distributed or removed before their arrival. Who gave this information nobody seems to know, but it is conjectured that it was the party who contemplated getting the bank into trouble by the presence of illicit opium on the premises. Before the time mentioned by the informer for the arrival of the drug, Chief Excise Officer Hoggarth with a party of excisemen were in hiding outside the main entrance to the bank, unknown to the bank people. A few minutes before the time stated, a coolie carrying a basket over his shoulder rapped at the bank's door and, stating that he had something for them, was allowed admittance. At this stage Chief Excise Officer Hoggarth edged up to the door, and with his ear to the crack overheard this conversation:—"Receive this basket. A letter for you too," and the coolie turned on his heels to make for the open. "Come back here," said somebody in the shop. "We don't expect any parcels at this time of the night. Who are you, and who sent you here?" The coolie whereupon replied: "I don't know. Read the letter and find out," and he left. As soon as he got on the sidewalk he was pounced upon by Mr. Hoggarth and made to return to the bank to tender a satisfactory explanation both to him and to the bank people. When they entered the bank again, the coolie lagging behind with a guilty look on his face, the opium man called for the basket. It was in the same place, where the coolie placed it, and on examination it was found to contain a quantity of salt eggs and sweet meats and at the bottom of this tin, about two feet long, containing 100 wels of prepared opium, valued at \$330. Knowing at once that this was a trick by the Canton party to get the bank people into disrepute, the coolie spent an unpleasant time under cross examination by the different parties. At first he remained reticent, but a flash apparently crossed his memory that if he deluded the excise officer by giving wrong information he would probably be released. Then he became communicative, and said that the person they were so sorely in need of would be found at the Chung Wah Hotel. "Take us to the hotel and point the man out," was the statement next made by the officials that sent the coolie's heart to his shoes. The hotel in question was searched and they learnt that their bird had flown hours ago. The next manoeuvre was to watch the Canton wharf, and there further information was received to the effect that the coolie then in custody had also—before going to the bank—taken on board the steamer *Futshan* certain personal effects. When taxed with this the native admitted it, and took the officers to the place where some goods were stored, near which was spread a mat intended for some passenger. The goods consisted of native straw pillows, cushions, and other personal effects. On examining these goods it was found that in one pillow was an aperture in the centre, in which the opium, now in the hands of the officers, was smuggled into the Colony. A few minutes later, a long-coated Chinaman leisurely strolled up the wharf, and as he was pointed out as the person connected with the opium he was arrested, and, together with the coolie, removed to the Station. They were this morning jointly charged with being in unlawful possession of opium. The coolie was discharged and the charge against the long-coated gentleman was altered to one of conspiring to divert the course of justice. On this charge Mr. Melbourne sentenced him to three months' hard labour and six hours' stocks.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 1/16
Do. Demand	2 1/4
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 3/4
America—Bank T.T.	50 1/2
Germany—Bank T.T.	2 1/4
India T.T.	15 1/2
Do. Demand	15 1/2
Japan—Bank T.T.	12 1/2
Singapore T.T.	12 1/2
Japan—Bank T.T.	10 1/2
Java—Bank T.T.	12 1/2

Buying.

4 months' sight L/C	2 1/4
6 months' sight L/C	2 1/4
30 days' sight San Francisco & New York	5 1/4
4 months' sight do.	5 1/4
30 days' sight Sydney and Melbourne	2 1/4
4 months' sight France	2 3/4
5 months' sight	2 3/4
4 months' sight Germany	2 1/4
Bar Silver	29 13 1/2
Bank of England rate	2 1/2
Sovereign	9 5/8

Eighty gentlemen and forty ladies from the Paris Sorbonne and the higher education departments in France are to visit London, Oxford, and Cambridge at Whitsuntide. They will be entertained by the University of London and other bodies.

ASKED to subscribe towards the expenses of a ball recently, Mr. M. Stein, the auditor of the Western Ohio Railway Company, signed his name against the figure thirteen, and in a railway collision next day he was the only passenger killed.

To-day's Advertisements.

GOING TO EUROPE? THEN THIS IS FOR YOU.

TO TRAVELLERS & RESIDENTS IN HONGKONG.

ARE YOU AWARE THAT THE MOST INTERESTING AND PICTURESQUE ROUTE FROM HONGKONG, SHANGHAI AND YOKOHAMA TO LONDON, PARIS AND BREMEN, IS BY THE GREAT AMERICAN SEMI-TROPICAL ROUTE.

Shanghai, Nagasaki, through the beautiful Inland Sea of Japan to Kobe, Yokohama, Honolulu, San Francisco, across the American Continent to New York, thence to Liverpool, Southampton and London.

S.S. "MONGOLIA," 27,000 tons. SAILINGS FROM HONGKONG at intervals of about 4 days on the Steamers of the Pacific Mail S.S. Co., Occidental and Oriental S.S. Co. and the Toyo Kisen Kaisha (Oriental S.S. Co.).

The Vessels comprising the fleet of the Great American Mail Route are of the most modern construction containing all the latest appliances for safety and fitted regardless of expense to afford absolute comfort and safety. Unsurpassed accommodation, unexcelled Cuisine Service. Most approved electrical apparatus of the incandescent system. In finish, decoration, artistic skill and taste, the Steamers of the Joint Service are the finest examples of the Ship Builder's Art and are the largest and most magnificent vessels afloat on the Pacific and have well earned the term of THE GREYHOUNDS OF THE PACIFIC. 27,000 Tonnage, 18,000 Horse Power, 18 Knots.

THE SAN FRANCISCO OVERLAND ROUTE.

Served by the following Railroad Cos. The Southern Pacific, Union Pacific, Chicago and North Western Railway and the Atchafon, Topeka and Santa Fe Railway.

These Trains are the finest on the American Continent. The distance is covered in luxuriously fitted Pullman Sleeping Cars, Private Compartment Car, Dining Car, Buffet Car, and Observation Cars with Library, Barber's Shop and Bath as well as Tourist Cars, and the traveller is enabled to witness the scenic grandeur of the famous Rockies and the wonders of the Yosemite Valley, Yellowstone Park, Salt Lake City, the Mormon Village, Chicago, Niagara Falls, Washington, New York, Boston and other great Cities of the United States. The final stage is across the Atlantic on another majestic liner, also by choice, when the tour concludes, and the passenger who is fortunate enough to go through all this will no doubt retain happy recollections of a most pleasant and enjoyable voyage.

Time, San Francisco to Chicago, less than three days. Time, San Francisco to New York, less than four days.

Stop-over Privileges allowed at the different ports of call in China, Japan and Hawaiian Islands and on the American continent.

The trip is one that appeals to all, the sight-seer, the business-man, and the student, for travelling by this route is an education in itself, and opens up, in an easy and interesting manner, the study of the customs and peculiarities of the Far East and the Far West.

From New York passengers are given the option of passage by any of the Crack Atlantic Liners to Liverpool, Southampton, London, Bremen or Paris.

For further information, Tickets, Maps and Beautifully Illustrated Guide Books, &c. Address or apply to:—

T. D. MCKAY, General Passenger Agent, SAN FRANCISCO OVERLAND ROUTE, No. 4, Water Street, Yokohama, Japan, and Queen's Building, Hongkong. Hongkong, 13th June, 1906.

THE TRADE-MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that BERNHARD FÜRST, of Landgericht Strasse, 6, Vienna, Merchant and Commission Agent, has on the 20th day of April, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The distinctive device of a Revolver (which is known in the enamelled metal trade by one or other of the terms "Gun Brand," "Pistol Brand," or "Revolver Brand"; in the name of "B. FÜRST," who claims to be the sole proprietor thereof.

The Trade Mark has been used by the applicant since the 14th day of August, 1902, in respect of enamelled iron hollow ware.

A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the Undersigned. Dated the 13th day of June, 1906.

WILKINSON AND GRIST, Solicitors for the Applicant.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF" FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, 13th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 13th June, 1906.

Intimations.

A SMALL SELECTION FROM THE

ROBINSON PIANO Co's

STOCK OF

GRAMOPHONE RECORDS.

DAN LENO'S *imitable Comic Patter*: The Huntsman, Who does the house belong to, 'Going to the Races,' The shopwalker, The Muffin man, Mrs. Kelly, McGlochel's men.

HARRY LAUDER'S *Famous Scotch Comic Songs*: Killiecrankie, Reforce, Stop your Tickling Jock, 'Im fu' the noo, She is my Daisy, Mister John Mackay.

GEO. ROBEY. Prehistoric men, 'Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' *Trial by Jury*, Topsy Turvy, For Thee.

LOUIS BRADFIELD and FARCOA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'Dundee, Land o' the Leal, MacGregor's Gathering, Banks of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. Songs of Araby, My Pretty Jane, When other Lips, Tom Bowling.

EDWARD LLOYD. Holy City, Death of Nelson. Yes, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCISCO. La Paloma, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, Besses o' th' Barn, La Garde Republicaine, Bohemian Orchestra, etc.

Faust, Chinese Honeymoon, Toreador, Gondoliers, Cingalee, Belle of New York, Orchid, etc.

SOUZA'S FAMOUS MARCHES.

Chorister's parade, Laughing Water, Mosquito Waltz, Navajo Cakewalk, Dances' dream, Jolly Fellows waltz, Happy Dances, Les Patineurs waltz, Salome, Double Eagle march, Estudiantina waltz, Valse Bleue, Salut d'Amour, In the good old summer time, Loin du Bal, Sword and Lance march, Whistling Rufus, Smoky Mokes.

MELBA, PATTI, Caruso, Tamagno and all the great operatic artists.

Hongkong, 8th June, 1906.

THE ORIGINAL "CLUB" WHISKY

\$14.00 Per Case

TRY IT.

"CLUB" THAT'S ALL

Pronounced the best Scotch Whisky at the price on the market.

DON'T BE MISLED BY

IMITATIONS.

MANILA CIGARS:

ALHAMBRA & LA UNION

FACTORIES.

H. PRICE & CO.

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 6th June, 1906.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"PATROCLUS"	14th June.
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"QANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th June.
* GENOA, MARSEILLES & LPOOL	"HYSON"	26th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	10th "
* GENOA, MARSEILLES & LPOOL	"PATROCLUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"QANFA"	7th July.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"FEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"KIUKIANG"	14th June.
AMOY, MANILA, CEBU and ILOILO	"SUNGKIANG"	14th "
MANILA	"TEAN"	19th "
CEBU and ILOILO	"KAIFONG"	21st "
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	22nd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	27th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th June, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th June, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 23rd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	For	About
"ANGLO SAXON"	"	10th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 31st May, 1906.

Dentistry.

Dr. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 9th July, 1906.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 30th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.On and after Sunday, 20th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.All Meals can be supplied on Board at \$1
each Meal.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 10th May, 1906.

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WORK OF THE WORLD.

THE GREAT STEEL TRUST.

BY L. G. CHIOZZA MONKY, M.P.

I have received some interesting particulars of the lands, railways, mines, etc., now owned by the United States Steel Corporation, which controls about one-half of the entire iron and steel industry of America, and has therefore as great an undertaking as the entire iron and steel industry of the United Kingdom. The trust, through one or other of its many subsidiary companies, possesses 166,000 acres of coal lands, producing steam, gas, and coking coals of good quality. It has also 115,000 acres of natural gas-producing lands, with 355 miles of pipe-lines to convey this valuable natural product. The railways owned by the various companies of a total length of 7,230 miles—almost the length of the railways of Belgium. The lake fleet of the trust is composed of 70 steel ships, with barges, carried in 1905 nearly 12,000,000 tons of iron ore.

TRUST RECORDS.

All the subsidiary companies or trusts which form the mammoth organisation welded by Morgan appear to be doing well. In March, according to the *Iron Age*, 100 records were broken by the various companies. The American Sheet Plate Company produced 50,348 black sheets and 21,689 galvanized sheets in the month. The Homestead Steel Works March production amounted to 463,915 tons. The Duquesne Steel Works produced 327,644 tons; and so on, through a great mass of details. These facts will help to convey some idea of the kingdom of industry which is concentrated under one management, and of the enormous power which is exercised by its managers. They are also useful as serving to remind us of the conditions under which industry must, sooner or later, come to be carried on. I do not think we need fear these combinations, for the element of popular control must some day be introduced. When that comes about we shall arrive at economic production and, above all, steady and assured employment for the units of industry. It is clear, I think, from the records of American trusts, that it is not beyond the powers of man to control and co-ordinate industry and business on a gigantic scale. When financial jugglery is divorced from combination, and unnecessary competition eliminated, not to coerce the public, but for the public good, we shall arrive at a cheapness in which there will be no element of nastiness.

NEW PIG-IRON RECORD.

Talking of iron, it is worthy of note that the American pig-iron production in March beat all records, reaching, for anthracite and coke pig-iron together, but not including charcoal iron, 2,165,632 tons, or at the rate of nearly 26,000,000 tons per annum. This is about three times the production of the United Kingdom.

"STEEL FAMINE."

In spite of record production, the American demand, stimulated by the San Francisco disaster, has caused a scarcity of structural steel supplies in America. Many new plants are projected. The Indiana Steel Company, also a branch of the Morgan Trust, is to spend \$15,000,000 on a new steel plant, which is to cover a square mile of area. The works are to make a new town, and the new town, not yet built, has been named "Garey." After the present chairman of the trust. The *Iron Age* says that the new undertaking will consist of 16 blast furnaces and 84 open-hearth furnaces to say nothing of finishing mills, rail mills, structural mills, and plate mills. Probably a large bridge works will be added.

ON A LARGE SCALE.

I like the capacity of the Americans to think in this large way. When, if ever, shall we possess it? Our statesmen, our business men, are all terrified as soon as six figures are mentioned. The idea of spending £1,000,000 on a well-thought-out and complete undertaking would simply excite derision here. We like to do these things a little bit at a time and without a definite plan. That is how, to name a familiar instance, we tackle the problem of London traffic. We tinker it so slowly that traffic outbreaks our plans even as they are made. The idea of boldly driving new roads and planning the London that must be appals us. We let the thing drift and drift, and hourly it becomes more difficult.

THE SEWING MACHINE IN ARABIA!
Cheap sewing machines are beginning a peaceful conquest of Arabia. The American Consul at Aden tells of the ready sale of German machines by an Indian merchant, while the total imports at Aden in 1905 were 255 machines, of which 171 came from Germany. He also states that an American sewing machine company has sent a commercial traveller into Abyssinia, who has left machines "on sale" at both Harar and Adis Ababa.

SUNDAY WORK IN CANADA.
The Canadian Government Sunday Observance Bill is of a far-reaching character. If it becomes law every form of Sunday labour except railway work will be prohibited. Not only will it be impossible to publish a Sunday newspaper, it will be illegal to prepare the Monday edition on Sunday. Generally, all labour for hire on Sunday will be illegal, whether in connection with industry or amusement. It is unlikely that the bill will go through in its present condition, but its introduction by the Government is a significant fact.

SIBERIAN BUTTER.
Grocery records the interesting fact that the first modern dairy farm in Russia to produce butter fit for exportation was started in 1886 by an English woman married to a Russian. By 1894 the number of modern dairies had increased, and 14,400 lbs. were exported. Ten years later a big trade had been built up, and much Russian butter, masquerading as Danish, has now been consumed in this country. Although we import so much of the Siberian product, one never sees Russian butter offered for sale. The new industry has done much for Western Siberia. There are now 3,000 dairies scattered over the country, with an export trade of about 50,000,000 lbs. per annum.

Shipping.
Arrivals.
Omsang, Br. s.s., 1787, D. Christie 11th June, Calcutta 27th May, Coal.—J. N. & Co.
Maidzuru Maru, Jap. s.s., 688, J. A. Merlin, 12th June, Anping 9th June, Gen.—O. S. K.
Joshin Maru, Jap. s.s., 1244, K. Okura, 12th June, Nagasaki 8th June, Gen.—O. S. K.
Gaekwar, Jap. s.s., 4220, Jackson, 12th June, Kobe 6th June, Gen.—S. W. & Co.
Holstein, Ger. s.s., 985, A. Niejahr, 12th June, Haiphong 9th June, Gen.—J. & Co.
Loosok, Ger. s.s., 1020, G. Schulten, 12th June, Bangkok 3rd June, Gen.—B. & S.
Macduff, Br. s.s., 1882, I. B. Muir, 12th June, Liverpool and Singapore 29th April, Gen.—D. & Co., Ltd.
Sikh, Br. s.s., 3216, W. Atkinson, 12th June, Shanghai 9th June, Gen.—D. & Co., Ltd.
Athenian, Br. s.s., 3883, A. O. Cooper, 12th June, Vancouver, B.C., 14th May, and Shanghai 9th June, Gen.—C. P. R. Co.
Nikko Maru, Jap. s.s., 3434, E. W. Haswell, 12th June, Nagasaki 9th June, Gen.—N. Y. K.
Clearances at the Harbour Office.
Taitan, for Swatow.
Maidzuru Maru, for Swatow.
Tamba Maru, for Singapore.
Kumano Maru, for Nagasaki.
Macduff, for Bangkok.
Macduff, for Shanghai.
Aeon, for Sydney.

Passengers arrived.
Per Nikko Maru, from Japan for Hongkong—Capt. J. Boardman, Messrs. Kobe, Johnson, Y. Kikuchi, Furukawa, Mrs. and Miss Chohan Toy, and Mr. S. Nakagawa. For Manila—Mr. and Mrs. John R. Pointer and child, Messrs. F. T. Forwell, G. E. McDonald, E. H. Van Patten, E. D. Stanley, Dr. K. Ohno, and Mr. and Mrs. H. Hayashi. For Sydney—Hon. J. Sternberg, Miss A. Sternberg, Mr. P. Bacon, Mrs. C. Percy, Mr. and Mrs. H. L. H. Baird, Mrs. H. F. Elwyn, Messrs. D. E. Turner, H. C. Mills, and Mr. Ernest Whitby. For Melbourne—Mrs. G. Sternley, Lieut. A. Sternley, Mr. and Mrs. R. Singleton, Master F. Singleton, and Miss E. Davies.

Passengers departed.
Per Tourane, for Shanghai—Messrs. Monget, E. Pasquet, L. de Bernardy, Miss Anna Brown, Sisters Dubois and D'Argonne, Messrs. Greil-Samuel, O. Gunderson, A. Weingarten, Picca, Senion, Romano Francesco and E. Couillat, For Yokohama—Mr. Buran.

Per Salata, for Saigon—Mr. Y. Truyen, Mrs. O. Ratan, and Mr. K. Haum.
For Singapore—Messrs. A. W. Haum, Evans, Gillespie, Sun Ah Ping and Kwong Hing. For Marveilles—Messrs. Cesar Augusto da Rocha, Abreu, Menotti Gabaldi, Sebastiao Ronvo, Mrs. S. C. Oliveira, Mrs. G. Spella, Messrs. Vivarelli and E. Corbeau.

Per China, for San Francisco, &c.—Miss Z. Robinson, Dr. H. Schute, Mrs. R. Lawrich, Mrs. Tenner, Miss E. Graves, C. O. Gilchrist, Mrs. L. Hitchman, Mrs. Dunphy, Messrs. H. Ropes, H. Dunbar, Geo. Luck, C. W. Ponsell, Dr. Phillippe, Lieut. Lachey, Dr. Roof-Sandis, Capt. Le Camus, Lieut. Comdr. Kenneth Macpherson, Messrs. L. Murphy and C. E. Carpenter.

A HISTORIC BUSINESS.

THE INTERESTING STORY OF MEUX'S DIFFICULTIES.

London, April 30.—To realise the sensation which has been created in England by a crisis in the fortunes of the famous Meux Brewery, in which Lord Avebury, Lord Tweedmouth, Lord Essex, the Duke of Roxburgh and a number of other peers of the realm are large stockholders, it must be known that it is the oldest and most important brewery in London, and that its removal from Tottenham Court Road to the remote suburb of Wandsworth, rendered necessary by the writing down of the capital to the tune of \$4,000,000, means the disappearance from the centre of London of one of the latter's most familiar landmarks. Founded before King George III. came to the throne, it reached the height of its fame at the nineteenth century, when Henry Meux, a cousin of the great Lord Brougham, made a striking appeal to popular attention and to popular thirst, by constructing a colossal vat, 22 feet high, and holding 1,600 barrels of "Meux." The idea that a million people could have marched in single file past the vat and each taken from it a pint of porter before the contents were exhausted struck popular fancy. In 1874 the vat burst, and the mighty tide of porter, pushing out into Tottenham Court Road and Oxford Street, made tenement house walls collapse, swept people off their feet and drowned eight fortunate mortals, while hundreds were rendered hopelessly intoxicated by their immoderate drafts from the tidal wave of beer. The catastrophe was the talk of the town for weeks, and Parliament actually took cognizance of the matter by passing a vote, authorising the return to Henry Meux of the whole amount of the duty which he had paid on the porter thus lost. In 1881 King William IV. conferred a baronetcy upon Henry Meux, thus inaugurating the many titles which have since been conferred by the Crown upon what is known as the "Beerage." The only survivor of the Meux family is the widow of the late Sir Henry Meux, a rather eccentric dame, who formerly figured in the corps de ballet of the Gaiety Theatre as Suecie Langdon. She is the largest individual owner of stock in the brewery. When her husband died he left everything to her, including his racetracks (which she continues to run under the name of Mr. Theobald), and Theobald's Park, a magnificent country seat near London, which is portrayed by Sir Walter Scott in his novel, "The Fortunes of Nigel."

Shipping.

Arrivals.

Omsang, Br. s.s., 1787, D. Christie 11th June, Calcutta 27th May, Coal.—J. N. & Co.
Maidzuru Maru, Jap. s.s., 688, J. A. Merlin, 12th June, Anping 9th June, Gen.—O. S. K.
Joshin Maru, Jap. s.s., 1244, K. Okura, 12th June, Nagasaki 8th June, Gen.—O. S. K.
Gaekwar, Jap. s.s., 4220, Jackson, 12th June, Kobe 6th June, Gen.—S. W. & Co.
Holstein, Ger. s.s., 985, A. Niejahr, 12th June, Haiphong 9th June, Gen.—J. & Co.
Loosok, Ger. s.s., 1020, G. Schulten, 12th June, Bangkok 3rd June, Gen.—B. & S.
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Sikh, Br. s.s., 3216, W. Atkinson, 12th June, Shanghai 9th June, Gen.—D. & Co., Ltd.
Athenian, Br. s.s., 3883, A. O. Cooper, 12th June, Vancouver, B.C., 14th May, and Shanghai 9th June, Gen.—C. P. R. Co.
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Maidzuru Maru, for Swatow.
Tamba Maru, for Singapore.
Kumano Maru, for Nagasaki.
Macduff, for Bangkok.
Macduff, for Shanghai.
Aeon, for Sydney.

Departures.

June 13.
Kumano Maru, for Japan.
Tamba Maru, for Singapore.
Waseg, for Shanghai.
Taitan, for Shanghai.
Amigo, for Haiphong.
Zaida, for Amoy.
Aeon, for Sydney.

Passengers arrived.

Per Nikko Maru, from Japan for Hongkong—Capt. J. Boardman, Messrs. Kobe, Johnson, Y. Kikuchi, Furukawa, Mrs. and Miss Chohan Toy, and Mr. S. Nakagawa. For Manila—Mr. and Mrs. John R. Pointer and child, Messrs. F. T. Forwell, G. E. McDonald, E. H. Van Patten, E. D. Stanley, Dr. K. Ohno, and Mr. and Mrs. H. Hayashi. For Sydney—Hon. J. Sternberg, Miss A. Sternberg, Mr. P. Bacon, Mrs. C. Percy, Mr. and Mrs. H. L. H. Baird, Mrs. H. F. Elwyn, Messrs. D. E. Turner, H. C. Mills, and Mr. Ernest Whitby. For Melbourne—Mrs. G. Sternley, Lieut. A. Sternley, Mr. and Mrs. R. Singleton, Master F. Singleton, and Miss E. Davies.

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Per Salata, for Saigon—Mr. Y. Truyen, Mrs. O. Ratan, and Mr. K. Haum.
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Per China, for San Francisco, &c.—Miss Z. Robinson, Dr. H. Schute, Mrs. R. Lawrich, Mrs. Tenner, Miss E. Graves, C. O. Gilchrist, Mrs. L. Hitchman, Mrs. Dunphy, Messrs. H. Ropes, H. Dunbar, Geo. Luck, C. W. Ponsell, Dr. Phillippe, Lieut. Lachey, Dr. Roof-Sandis, Capt. Le Camus, Lieut. Comdr. Kenneth Macpherson, Messrs. L. Murphy and C. E. Carpenter.

Shipping Reports.

Str. Gaitanar from Kobe:—Foggy and fresh SWly wind.
Str. Oniang from Calcutta:—Bay of Bengal strong monsoon with rough sea, China Sea calm to light SWly winds, with smooth sea and fine weather.
Str. Sill from Shanghai:—Thick fog leaving, anchored at 7.30 p.m. on 9th inst. for fog cleared next morning, fresh to strong SW, with fine weather with occasional haze.

Vessels in Port.

BRANES.
Alderhol, Br. s.s., 1341, W. W. Adam, 6th June—Saigon 1st June, Rice.—D. & Co. Ltd.
Amiral Kriemans, Fr. s.s., 3144, "Gens. 1st June—From Takow, Gen.—M. M.
Anghin, Ger. s.s., 1017, D. Reijmers, 7th June, —Bangkok 1st June, Rice and Wood.—B. & S.
Atlantic, Am. s.s., 950, J. I. Agco, 7th June, —Saigon 2nd June, Rice.—Oreor.
Bliss Thuan, Fr. s.s., 981, L. Henry, 12th June, —Saigon 7th June, Rice.—B. & Co.
Clara Jehin, Ger. s.s., 1103, J. Iversen, 10th June, —Bangkok 3rd June, Rice.—J. & Co. Elax, Br. s.s., 2612, E. S. Baker, 5th June, —Apt-Apt 28th May, Bulk Petroleum.—Asiatic Petroleum Co.
Empress of India, Br. s.s., 3029, E. Beetham, 22nd May, 12th June, —Vancouver (B.C.) 21st May, and Shanghai 9th June, Mails and Gen.—C. P. R. Co.
Fime, Ger. s.s., 838, R. Wegner, 10th June, —Hon Koko Bay, 4th June, Salt.—S. W. & Co.
Gironde, Fr. s.s., 1600, Aumeran, 12th June, —Haiphong 8th June, Gen.—M. M.
Haiching, Br. s.s., 1367, A. E. Hodgins, 12th June, —Fuchow 9th June, Gen.—Amoy 10th June, and Swatow 11th June, D. L. & Co.
Hailan, Fr. s.s., 377, L. Andersen, 7th June, —Pakhoi and Hoikow 5th June, Gen.—A. R. M.
Ilford, Br. s.s., 2779, J. G. McKechie, 10th May, —Moji 1st May, Coal.—D. & Co. Ltd.
Japan, Br. s.s., 2795, F. Nottley, 9th June, —London 26th April, and Singapore 4th June, Gen.—P. & O. S. N. Co.
Joti, Ger. s.s., 2575, W. Ziegenmeyer, 7th June, —Moji 2nd June, Coal.—J. & Co.
Kaifong, Br. s.s., 982, Finlayson, 5th June, —Tourne 2nd June, Coal.—B. & S.
Karin, Swed. s.s., 698, G. Peterson, 8th June, —Canton 7th June, Gen.—Agard, Thoresen & Co.
Keemun, Br. s.s., 5727, R. Conrad, 10th June, —Toamua via Japan 6th May, Flour, Saima and Lumber.—B. & S.
Lightning, Br. s.s., 2122, J. G. Spence, 10th June, —Calcutta 25th May, Penang and Singapore 5th June, Gen.—D. S. & Co. Ltd.
Lothian, Br. s.s., 3222, Williams, 12th June, —New York via Singapore 6th June, Gen.—D. & Co. Ltd.
Lombard, Br. s.s., 2200, Morris, 12th June, —Kobe via Moji 1st June, Gen.—S. T. & Co.
Loongang, Br. s.s., 1092, A. E. Sandbach, 11th June, —Manila 8th June, Gen.—J. M. & Co.
Machew, Ger. s.s., 96, B. Zollner, 10th June, —Bangkok and Swatow 31st May, Rice and Wood.—B. & S.
Madeleine Rickmers, Ger. s.s., 1020, S. Simonsen, 8th June, —Bangkok 27th May, Rice.—B. & S.
Manila, Ger. s.s., 1708, J. Minssen, 11th June, —Bangkok 5th June, Rice and Wood.—B. & S.
Mercedes, Br. s.s., 3500, J. S. McGregor, 9th June, —Tinghai (Chusan) 8th June, Naval Stores.—Admiralty.
Nicomedia, Ger. s.s., 2807, G. Meisner, 12th June, —Portland, Or. 6th May, Gen.—P. & A. S. S. Co.
Nippon Maru, Jap. s.s., 3072, W. C. T. S. Finlay, 10th June, —San Francisco 10th May, and Shanghai 7th June, Mails and Gen.—N. Y. K.
Pelik, Nor. s.s., 745, J. Lorentzen, 7th June, —Hollo 2nd June, Sugar.—Christies.
Petrarch, Ger. s.s., 1252, R. Hajje, 12th June, —Saigon 7th June, Gen.—S. W. & Co.
Profit, Nor. s.s., 715, O. Olsen, 10th June, —Bangkok 4th June, and Kolschlag 6th June, Rice.—B. & S.
Quinta, Ger. s.s., 987, F. Fraham, 11th June, —Swatow 31st May, Ballast.—S. & Co.
Sabine Rickmers, Ger. s.s., 60, Nasbit, 11th June, —Newchwang 3rd June, Gen.—A. K. Co.
Shahjehan, Br. s.s., 1796, J. R. Scott, 8th June, —Saigon 3rd June, Gen.—W. Fat Sing.
Sparach, Ger. s.s., 900, Lombard, 11th June, —Hollow 9th June, Gen.—J. & Co.
Sungking, Br. s.s., 987, J. Robinson, 9th June, —Hollo 4th June, Sugar.—B. & S.
Taikosa Maru, Jap. s.s., 1991, T. Ota, 6th June, —Kuchinozu 31st May, Coal.—M. B. K.
Tinhov, Br. s.s., 901, Kerr, 9th June, —Saigon 5th June, Gen.—A. K. & Co.
Triumph, Ger. s.s., 769, A. Hansen, 11th June, —Haiphong and Hoikow 9th June, Gen.—J. & Co.
Zafro, Br. s.s., 1688, R. Rodger, 11th June, —Manila 9th June, Gen.—S. T. & Co.

Steamers Expected.

Vails.
Doric, Japan, O. & O. Co. June 16
Tijlajap, Kobe, N. Y. K. June 16
Shinano Maru, Shanghai, N. Y. K. June 18
Sulung, Singapore, J. M. & Co. June 18
Ceylan Maru, Colombo, Y. K. Co. June 18
Seydlitz, Colombo, M. & Co. June 20
Manchuria, Japan, P. M. Co. June 23
Monteagle, Vancouver, C. P. R. Co. June 27

Ships Passed the Canal.

1st May—Ambra, Palma, Canal, Prussia, Pera, Saxon, Telmachi, Binawon, 5th May—Alax, Benovitch, Oceanic, Verona, Silesia, (Gen.) Prins Regent, Luitpold, 19th May—Rhenania, 8th May—Andran, 2nd June—Madina, Radnorshire, 16th, Swamley, 12th May—Armad, 6th China, Japan, 10th May—Benadi, Diodad, Shimusa, Macduff, 18th May—Bingo Maru, Patricia, Tourane, Necker, Prins Eitel Friedrich, 22nd May—Agamemnon, Benary, 25th May—Benary, Ernest Simons, Glentworth, Ping Sway, Sardina, 29th May—Kintuck, Yarra, Sangambala, 1st June—Hudson, Mackintosh, Sachin, Solatra, Tunkat, Tonkin, 12th June—Kowtow Maru, Spilthead, 9th June—Armad, Manila, Oanla, Polynesian, Longior, 12th June—Bayern, Benlarie, Benlarie, Nubia, Attyanah, Ballerophon. Arrivals at Rome:—1st May—Glenitras, St. George, 5th May—Austria, Barilong, Bayern, 8th May—Raibara, 12th May—Peleus, 14th May—Formosa, 15th May—Benavich, Takmachuk, 17th May—Pera, 18th May—Armad, 22nd May—Achilles, Baron Balfour, 25th May—Agrofas, Prins Eitel Friedrich, 26th May—Java, 29th May—Dionid, Ernest Simons, Radnorshire, 1st June—Neckar, Yidd, Benadi, 12th June—Machon, Perla, Verona, Bingo Maru, 9th June—Agamemnon, Kintuck, Shimusa, Kowtow Maru, 12th June—Sungambala, Polynesian.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Fams at Kowloon Dock.
Hongkang
Alta
Loongwa
Omphale
Greenwich
Palat
Sylang
Cosmopolitans
Aberdeen

SHANGHAI.

Siam
Loksang
Three Lighters
Ta Hong Maru
Steel pontoons
1 Stim. launch

Post Office.

A Mail will close for:—
Bangkok—Per Macduff, 14th June, 9 A.M.
Bangkok—Per Preff, 14th June, 9 A.M.
Cebu—Per Sill, 14th June, 11 A.M.
Singapore and Calcutta—Per Lombard, 14th June, 11 A.M.
Swatow, Amoy and Foochow—Per Haiching, 14th June, Noon.
Haiphong—Per Gironde, 14th June, 2 P.M.
Cebu and Iloilo—Per Sungking, 14th June, 3 P.M.
Bangkok—Per Madeleine Rickmers, 15th June, 9 A.M.
Bangkok—Per Anghin, 15th June, 11 A.M.
Kudat and Sandakan—Per Borneo, 15th June, 11 A.M.
Manila—Per Loongang, 15th June, 3 P.M.
Shanghai—Per Kintuck, 15th June, 3 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Nikko Maru, 15th June, 3 P.M.
Manila—Per Zaida, 16th June, 10 A.M.
Singapore, Penang and Calcutta—Per Lightning, 16th June, 10 A.M.
Europe, &c., India, via Tuticorin—Per Dongala, 16th June, 11 A.M.
Kobe, Yokohama and Portland, Or.—Per Nicomedia, 16th June, 10 A.M.
Shanghai—Per Kowang, 16th June, 3 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Tjipana, 16th June, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Nippon Maru, 16th June, 11 A.M.
Manila—Per Tean, 16th June, 3 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjilajap, 16th June, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of India, 20th June, 10 A.M.
Europe, &c., India, via Tuticorin—Per Prussia, 20th June, 11 A.M.
Singapore, Penang and Calcutta—Per Sulang, 21st June, 2 P.M.
Manila—Per Rudi, 23rd June, 11 A.M.
Keelung, Shanghai, Moji, Yokohama, Victoria, B.C. and Seattle—Per Sihan Maru, 25th June, 3 P.M.
Manila, Simponhafen, Ft. Wilhelmshafen, Herberhshe, Natapi, Brisbane, New Zealand, Melbourne—Per Prinz Waldemar, 26th June, 10 A.M.
Europe, &c., India, via Tuticorin—Per Oceanic, 26th June, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Athenian, 27th June, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chang-sha, 27th June, 3 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Australia, 30th June, 11 A.M.
Europe, &c., India, via Tuticorin—Per Tourane, 10th July, 11 A.M.
Europe, &c., India, via Tuticorin—Per Room, 11th July, 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—
Postal Guides, each 30 cents.
Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Whuchow and Macao will be closed on week days at 7.30

Beuns, L. Dabry, H. Hamman, A. H. Hoffmann, A. Key, Dr. F. Kitchner, S. Krill, G. Kroes, E. H. Major, Master W. Major, Capt. and Mrs. Young, J. A.

Beuns, L. Dabry, H. Hamman, A. H. Hoffmann, A. Key, Dr. F. Kitchner, S. Krill, G. Kroes, E. H. Major, Master W. Major, Capt. and Mrs. Young, J. A.

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every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namto, Sanbus, Kongmoon, Kunchuk, Samshui, Whuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R. Joki, J. P. F.
Alexander, Mrs. B. Kemp, Mrs. A. S.
Anderson, Mrs. K. Laing, A. H.
Arnold, J. Lee-Jones, J. W.
Ba rd, Mr. & Mrs. J. C. Linthum, Mr. & Mrs.
Battiscombe, H. G. J. C.
Beattie, R. MacLean, A. O.
Bell, R. N. Esgr-Lieut. Marriott, Dr. O.
H. F. Menach, G.
Blaviet, A. Van (Vice- McDougall, W. J.
Consul for Belgium) McGregor, Mr. & Mrs.
Birbeck, R. J. S.
Bisney, S. Miller, P. L.
Bissell, W. S. Moore, Dr. and Mrs.
Blair, K. J. W. B. A.
Brighton, F. G. Newborn, Mr. & Mrs.
Carter, Mr. and Mrs. A. R. H.
Cattaniach, A. Newington, A. G.
Clark, M. C. Olfie, O. G.
Clark, T. Packer, B. T.
Clarke, M. and Mrs. Parfitt, W.
T. W. Parfitt, W.
Clegg, R. N. Eng. Li. Patey, Mrs. E. O.
and Mrs. H. L. Peake, W.
Cobb, A. H. Perkins, Mr. and Mrs.
Colvio, H. E. T. L.
Crook, A. E. Pigot, C.
Cruckshank, A. Prior, W. R.
Dail, J. C. Reid, H. I.
Donald, R. H. Roach, Mrs. J. S. and child.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H. Selby, Capt. T. W.
Douglas, Capt. & Mrs. J. Scott, Mr. and Mrs. J. G. and child.
Downing, T. C. Shen, J. J.
Evan-Jones, Dr. and Mrs. E. B.
Fairchild, H. J. Skinn, A.
Felous, C. P. Splittes, J. S.
Fernandes, M. Stebbins, W. T.
Fisher, H. G. Stein, A. A.
Fletcher, H. Stephens, H.
Forman, Mr. and Mrs. Stevens, Rev. A. J.
E. B. Stewart, W. M.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DONGOLA,"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for MAR-
SEILLES and LONDON DIRECT, via
COLOMBO, on SATURDAY, the 16th June,
1906, at Noon, taking Passengers and Cargo
direct for the above Ports, connecting with
the Company's S.S. *Meldavia*, for BOMBAY.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 2nd June, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC,"

Captain Courlet, will be despatched to
MARSEILLES on TUESDAY, the 26th
June, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Sydney* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 10th July.

S.S. *TOKIN* 24th July.

S.S. *ARIAND REHC* 7th August.

S.S. *BRNEST SIMON* 21st August.

S.S. *POLYNESIE* 4th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Lyra</i>	4,417	G. V. Williams	3rd July
<i>Shawmut</i>	9,606	E. V. Roberts	27th July
<i>Tremont</i>	9,606	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:
Steamship About
"SIKH" 14th June.

"WRAY CASTLE" 23rd June.

"LOWTHER CASTLE" to follow.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th June, 1906.

Intimations.

MUTTON AND BEEF.

THE undersigned is prepared to SUPPLY
FRESH MUTTON AND BEEF, at
Moderate Prices.
Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,

No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

KWONG SANG & CO.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
TURERS and DEALERS in Ladies,
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

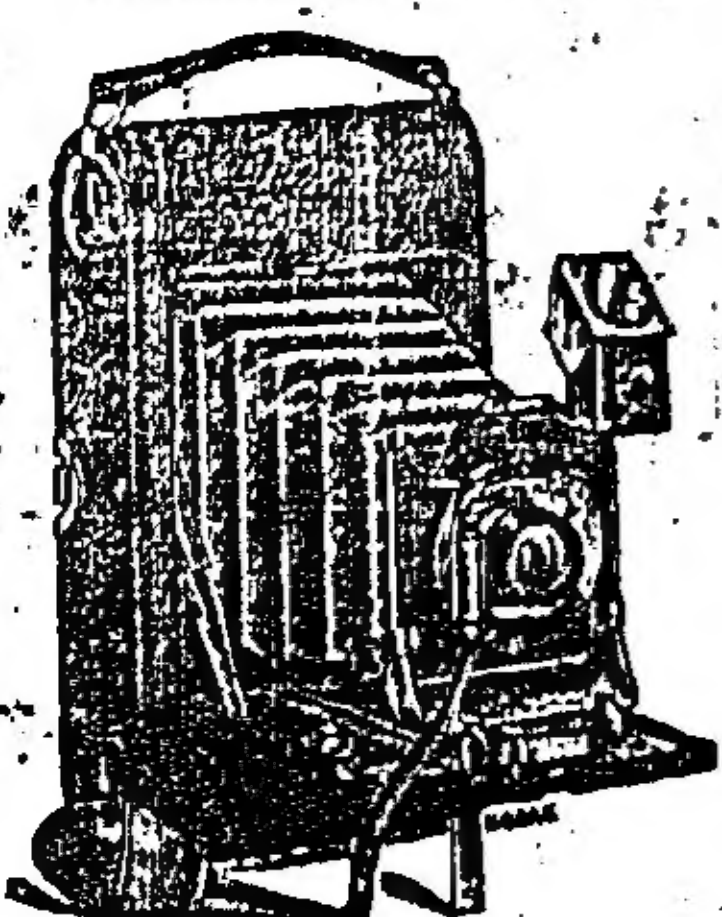
DÉPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

Supplied by Messrs. R. S. KADOORIE & CO., CALCUTTA.						POSITION AS PER LAST REPORT.		LAST DIVIDEND.		APPROXIMATE RETURN AT PRESENT QUOTATION.		CLOSING QUOTATIONS.	
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.								
BANKS.													
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$500,000 \$250,000 \$125,000	\$1,699,777	{ \$1 1/2 div. and \$1 bonus @ ex. 2/6 1/2/16 = \$26.87 for 2nd half-year 1905		{ 5 1/2 %		{ \$815 London & Or			
National Bank of China, Limited	99,925	£7	£5	{ \$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905		{ ...		{ \$38			
MARINE INSURANCES.													
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895	\$211,540	\$20 for 1904		{ 5 1/2 %		{ \$355			
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 % @ ex. 2/10 15/16 Tls. 2.62 on account 1905		{ 5 1/2 %		{ Tls. 85 sales			
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$331,131 \$1,123,844 \$1,699,279 \$800,000 \$61,278 \$15,527	\$2,792,271	Interim div. of \$30 for 1905		{ 5 %		{ \$800			
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$229,488 \$2,616	\$508,334	\$12 and 53 special dividend for 1904		{ 8 1/2 %		{ \$175			
FIRE INSURANCES.													
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,616	\$344,058	\$6 for 1904		{ 7 %		{ \$85			
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,220,928	\$422,618	\$25 for 1904		{ 8 %		{ \$305			
SHIPPING.													
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$264,638 \$88,941 \$250,000	\$6,563	\$1 1/2 for 1905		{ 7 1/2 %		{ \$21			
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$264,638 \$88,941 \$250,000	Nil.	\$3 1/2 for year ended 30.6.1905		{ 8 1/2 %		{ \$40 buyers			
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$6,000 \$264,638 \$88,941 \$250,000	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..		{ 8 %		{ \$25 buyers			
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$264,638 \$88,941 \$250,000	£4,435	12/- @ 1/10 = \$6.29.51 for 1904		{ 8 1/2 %		{ \$77 buyers			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$6,000 \$264,638 \$88,941 \$250,000	Tls. 2,316	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 11 making Tls. 13 1/2 for 1905		{ 8 % 7 %		{ Tls. 63 sales Tls. 51 buyers			
Do. (Preference)	100,000	£1	£1	{ \$6,000 \$264,638 \$88,941 \$250,000	£,007,815	1/- (Coupon No. 6) for 1905		{ 4 %		{ \$27			
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	{ \$6,000 \$264,638 \$88,941 \$250,000	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75 }		{ 5 % 3 1/2 %		{ \$30 \$21			
"Star" Ferry Company, Limited	{ 10,000 10,000	\$10 \$10	\$5 \$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905		{ 9 1/2 %		{ Tls. 41 buyers			
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 350,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905		{ 9 1/2 %		{ Tls. 41 buyers			
REFINERIES.													
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$80,000 \$40,000 \$40,000 \$40,000	\$40,914	Final of \$15 making \$15 for 1905		{ 15 1/2 %		{ \$160 buyers			
Euron Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$80,000 \$40,000 \$40,000 \$40,000	Dr. \$132,588	\$3 for 1897		{ ...		{ \$25 sellers			
Perak Sugar Cultivator Company, Limited	7,000	Tls. 50	Tls. 50	{ \$80,000 \$40,000 \$40,000 \$40,000	Tls. 3,723	Tls. 2 1/2 for year ending 31.9.04		{ ...		{ Tls. 102 1/2 buyers			
MINING.													
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 \$40,000 \$40,000 \$40,000	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06		{ 7 %		{ Tls. 10 nominal			
Orinental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ \$80,000 \$40,000 \$40,000 \$40,000	G \$909,050	Final of 50 cents making G \$1 for 1905 ..		{ 7 %		{ G. \$14			
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$80,000 \$40,000 \$40,000 \$40,000	£,873	Dr. £8,745		{ No. 12 of 1/- = 48 cents		{ \$3 buyers			
DOCKS, WHARVES & GODOWNS.													
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$35,000 \$35,000 \$35,000	\$8,915	\$2 for 1905		{ 9 %		{ \$22			
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$25,000 \$25,000 \$25,000	\$20,040	Final of \$3 1/2 making \$6 for 1905		{ 5 1/2 %		{ \$103			
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	{ \$50,000 \$25,000 \$25,000 \$25,000	\$362,237	\$6 for second half-year making \$12 for 1905		{ 7 1/2 %		{ \$160			
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$50,000 \$25,000 \$25,000 \$25,000	\$2,221	\$1 for 1905		{ 5 1/2 %		{ \$18			
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$50,000 \$25,000 \$25,000 \$25,000	Tls. 34,924	Interim of Tls. 4 for year 1905/06		{ 10 1/2 %		{ Tls. 115 sellers			
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$50,000 \$25,000 \$25,000 \$25,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..		{ 6 1/2 %		{ Tls. 225 sellers			
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$50,000 \$25,000 \$25,000 \$25,000	Tls. 5,668	Tls. 18 for 1905		{ 8 1/2 %		{ Tls. 220 buyers			
LANDS, HOTELS & BUILDING.													
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516	none	First year		{ 8 1/2 %		{ Tls. 100			
Asur House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	{ none \$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905		{ 8 1/2 %		{ \$37 buyers			
Central Stores, Limited	6,000	\$15	\$15	{ none \$14,516	\$4,719	\$2.40 on \$12 for 1905		{ 13 1/2 %		{ \$18 sales			
Do. (new issue)	24,000	\$15	\$15	{ none \$14,516	1619	\$7 on \$7 1/2 for 1905		{ ...		{ \$154 sellers			
Do. (Founders)	123	\$15	\$15	{ none \$14,516	1619	\$5 for second half-year making \$10 for 1905		{ 7 1/2 %		{ \$130			
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 \$24,071 \$24,071	\$67,839	Final of \$3 1/2 making \$7 for 1905		{ 6 1/2 %		{ \$118			
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$648,975 \$24,071 \$24,071 \$24,071	Tls. 1,935	Final of 6 1/2 = 10 % for 1905		{ 14 %		{ Tls. 18 sellers			
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$648,975 \$24,071 \$24,071 \$24,071	Tls. 1,935	Final of \$6 making \$10		{ 10 %		{ \$100			
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$648,975 \$24,071 \$24,071 \$24,071	\$1,699	80 cents for 1905		{ 7 %		{ \$11 1/2			
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$648,975 \$24,071 \$24,071 \$24,071	\$5,070	\$2 1/2 for 1905		{ 6 1/2 %		{ \$39			
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$648,975 \$24,071 \$24,071 \$24,071	\$574	Final of Tls. 3 making Tls. 6 for 1905		{ 5 %		{ Tls. 116 1/2 sales			
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$648,975 \$24,071 \$24,071 \$24,071	Tls. 52,101	Final of \$1.90 making \$3.65 for 1905		{ 7 %		{ \$53			
West Point Building Company, Limited	12,500	\$50	\$50	{ \$648,975 \$24,071 \$24,071 \$24,071	\$771	Tls. 8 for year ended 31.10.1905		{ 11 1/2 %		{ Tls. 70 sales			
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 Tls. 100,000	Tls. 100,000	\$1 for the year ending 31.7.05		{ 7 %		{ \$14 buyers			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	{ Tls. 45,939 Tls. 100,000	\$23,364	3 % a/c 1898		{ ...		{ Tls. 64 sellers			
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 Tls. 18,456	Tls. 18,718	Tls. 8 for 1905		{ 11 %		{ Tls. 73 sales			
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456	Tls. 30,760	Tls. 25 for 1905		{ 8 %		{ Tls. 310 sellers			
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none Tls. 18,456	Tls. 35,986	Tls. 25 for 1905		{ 8 %		{ Tls. 310 sellers			
MISCELLANEOUS.													
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$1,314	\$1,666	\$7 for 1905		{ 7 1/2 %		{ \$95 sellers			
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$1,314	\$770	\$1 1/3 per share for 1904		{ 9 %		{ \$71 buyers			
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$1,314	\$1,007	\$3 for 1905		{ 9 1/2 %		{ \$27 buyers			
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$1,314	Nil.	\$1 for 1904		{ 12 1/2 %		{ Tls. 80 sales			
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 none	Tls. 289	60 cents of Tls. 5 making Tls. 10 for 1905 ..		{ 6 %		{ \$10 buyers			
China Light and Power Company, Limited	50,000	\$10	\$10	{ Tls. 50,000 none	\$1,219	50 cents for year ended 28.2.06		{ 9 %		{ \$0			
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 50,000 none	\$1,881	80 cents for 1905		{ 7 1/2 %		{ \$16			
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 50,000 \$25,000	\$2,804	\$1.20 for year ending 31.7.1905		{ 7 1/2 %		{ \$28 1/2			
Green Island Cement Company, Limited	150,000	\$10	\$10	{ Tls. 50,000 \$50,000	\$52,201	\$2 dividend and 50 cents bonus for 1905 ..		{ 8 1/2 %		{ \$28 1/2			
Hall & Holtz, Limited	21,000	\$20	\$20	{ Tls. 50,000 \$186,000	\$20,893	\$2 1/2 for year ending 28.2.06		{ 11 1/2 %		{ \$22 sales			
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$186,000	\$2,568	\$1.00 for 10 months ending 28.2.06		{ 7 1/2 %		{ \$55 sales			
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$80,000	\$2,796	\$5 for year ending 30.11.1904		{ 8 %		{ \$240 buyers			
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$80,000	\$5,776	Final of \$15 making \$19 for 1905		{ 6 1/2 %		{ \$29			
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$80,000	\$5,813	\$9 for 1905 on 5 shares		{ 11 %		{ \$9			
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 50,000 \$25,000	\$88	Final of 50 cents making \$1 for the year ..		{ ...		{ Tls. 230 buyers			
Maatschappij tot Exploitatie van Landbouwen- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 50,000 Tls. 27,603	Tls. 30,374	{ First interim of Tls. 7 1/2 paid 15.3.06 account 1905		{ 9 1/2 %		{ Tls. 135 sellers			
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 50,000 Tls. 27,603	Dr. P. 34,334	{ Tls. 3 final & Tls. 1 1/2 bonus making Tls. 4 1/2 1905		{ 6 1/2 %		{ Tls. 135 sellers			
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,030	Tls. 11,017	{ Tls. 6 for 1904		{ 11 %		{ Tls. 55 sellers			
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,030	Tls. 9,751	Final of Tls. 8 making Tls. 14 for 1905		{ 9 1/2 %		{ Tls. 150 sellers			
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 3 making Tls. 5 for 1905		{ 7 %		{ Tls. 72 sales			
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 37,000 Tls. 8,000	Tls. 1,452	{ Final of 37/6 making 52/6 for 1905/06 First year		{ ...		{ Tls. 370 sellers			
Shanghai Waterworks Company, Limited	{ 7,200 7,200	{ £20 £20	{ £20 £20	{ Tls. 190,000 Tls. 4,000	Tls. 85,592	{ None		{ ...		{ Tls. 280 sales			
South China Morning Post, Limited	20,000	\$25	\$25	{ none Tls. 15,295	Dr. \$44,089	50 cents for year ended 31.5.05		{ 8 1/2 %		{ \$20			
Steam Laundry Company, Limited	6,000	\$5	\$5	{ none Tls. 15,295	\$1,134	Interim of Tls. 4 for year 1905/06		{ 7 1/2 %		{ Tls. 110			
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	\$551	{ 80 cents } for year ended 31.5.1905		{ 9 %		{ \$9			
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ Tls. 15,295 Tls. 4,000	\$22,000	{ \$19.80 } for year ended 31.5.1905		{ 11 1/2 %		{ \$180			
Do. (Founders)	100	\$10	\$10	{ Tls. 15,295 Tls. 4,000	\$7,734	Final of 50 cents making \$1 for 1905		{ 7 1/2 %		{ \$13 buyers			
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 15,295 Tls. 4,000	\$4,500	Interim div. of 50 cts. for the year 1905/06 ..		{ 10 %		{ \$10 1/2			
William Powell, Limited	15,000	\$10	\$10	{ Tls. 15,295 Tls. 4,000	\$4,500	Interim div. of 50 cts. for the year 1905/06 ..		{ 10 %		{ \$10 1/2			